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1929/30

ORDINANCES

PASSED AT THE ANNUAL SESSION,

1929-1930.

No. 719.

An ordinance to change the name of Cornwall street, from Boston street southerly and southeasterly to the eastern boundary line of Baltimore City as established by the Annexation Act of 1918, the new name of said Cornwall street to be Broening Highway.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Cornwall street, from Boston street southerly and southeasterly to the eastern boundary line of Baltimore City as established by the Annexation Act of 1918, be and it is hereby changed and that said Cornwall street shall hereafter be known as Broening Highway.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

*State of Maryland,
City of Baltimore, ss:*

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on May 24th, 1929.

WALTER E. BEUCHELT,
Assistant Secretary.

267039

No. 720.

An ordinance to change the name of Van Buren street, beginning at the northeast side of Montpelier street and running thence northeasterly to the southwest side of Gorsuch avenue, the new name of said Van Buren street to be Robb street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Van Buren street, beginning at the northeast side of Montpelier street, and running thence northeasterly to the southwest side of Gorsuch avenue, be and it is hereby changed and that said Van Buren street shall hereafter be known as Robb street.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 27, 1929.

WM. F. BROENING, *Mayor*.

No. 721.

An ordinance to repeal Ordinance No. 543, which became effective Oct. 16, 1928, entitled "An ordinance granting permission to The Mannalea Realty Corporation to erect buildings in groups, not to exceed 6 dwellings to each group, in accordance with plans already filed with the Bureau of Buildings, on the property within the boundaries from the north building line of Echodale avenue to the south building line of Franklin avenue and from the west building line of Walther avenue, as proposed, to the east building line of Mannalea avenue, as proposed."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Ordinance No. 543, which became effective Oct. 16, 1928, entitled "An ordinance granting permission to

The Mannalea Realty Corporation to erect buildings in groups, not to exceed 6 dwellings to each group, in accordance with plans already filed with the Bureau of Buildings, on the property within the boundaries from the north building line of Echodale Avenue to the south building line of Franklin Avenue and from the west building line of Walther Avenue, as proposed, to the east building line of Mannalea Avenue, as proposed," be and it is hereby repealed.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved May 27, 1929.

WM. F. BROENING, *Mayor.*

No. 722.

An ordinance to repeal Section 5 of Article 15 of the Baltimore City Code of the year 1927, as said section was ordained by Ordinance No. 293, approved April 10th, 1909.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* Section 5 of Article 15 of the Baltimore City Code of the year 1927, as said section was ordained by Ordinance No. 293, approved April 10th, 1909, be and the same is hereby repealed.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved May 27, 1929.

WM. F. BROENING, *Mayor.*

No. 723.

An ordinance granting permission to Lena Davidson to erect an individual garage on her premises 646 W. Mulberry street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Lena Davidson to erect an individual garage on her premises 646 W. Mulberry Street; the said garage to be 9 ft. wide and 15 ft. long, the east side of said garage to be the west brick wall of the dwelling on said premises, the rear to be of brick construction, the east side to be of sheet metal, the opening to be on Mulberry Street, to have composition roof on wood sheathing and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City; provided, however, that the windows in the wall of the existing building which open into the garage shall be bricked up, "and the windows in the west wall of building, directly above non-fire proof roof of garage, shall be bricked up."

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved, May 27, 1929.

WM. F. BROENING, *Mayor*.

No. 724.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a moving picture theatre, in so far as said ordinance applies to the premises of Jacob Price, 943 N. Dallas street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a moving picture theatre, be and they are hereby waived in so far as said provisions apply to the erection of 4 individual brick garages on the premises of Jacob Price, 943 N. Dallas Street.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 3, 1929.

WM. F. BROENING, *Mayor*.

No. 725.

An ordinance granting permission to Elroy McNulty to erect a private garage in the rear of his premises 1901 E. Lafayette avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Elroy McNulty to erect a private garage 15 ft. wide and 18 ft. long in the rear of his premises 1901 E.

Lafayette Avenue; the said garage to be of concrete block construction, to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and, together with the existing building on the premises, to occupy approximately 90% of the area of the lot.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved June 4, 1929.

WM. F. BROENING, *Mayor*.

No. 726.

An ordinance granting permission to Chas. Needle to erect a one-story brick building, for use as two stores, in the rear of his premises at the northwest corner of McMechen street and Madison avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* permission be and the same is hereby granted to Chas. Needle to erect a one-story building 24 ft. wide and 22 ft. deep in the rear of his premises at the northwest corner of McMechen Street and Madison Avenue, the area of said lot being 22 ft. x 120 ft.; the said building to be used for 2 stores, to be of brick construction, to be within 3 ft. of an open frame porch and, together with the existing building on the premises, to occupy practically the entire area of the lot, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 6, 1929.

WM. F. BROENING, *Mayor*.

No. 727.

An ordinance granting permission to Mrs. Wilbur Benson to erect a two-car garage in the rear of her premises 2501 Lauretta Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Mrs. Wilbur Benson to erect a two-car garage 14 feet, 6 inches wide and 19 feet long in the rear of her premises 2501 Lauretta Avenue; the said garage to be of concrete block construction, to have fire wall 11 feet high between the kitchen and garage, to have no openings between the house and rear wall of garage, and, together with the existing building on the premises, to cover the entire area of the lot; the said garage to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 7, 1929.

WM. F. BROENING *Mayor*

No. 728.

An ordinance to condemn and close Ridgewood Avenue (Grace Avenue), 50 feet wide, from the southwest side of Dolfield Avenue to the northeast side of Callaway Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the seventh day of February, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Ridgewood Avenue (Grace Avenue), with a width of 50 feet from the southwest side of Dolfield Avenue to the northeast side of Callaway Avenue, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the southwest side of Dolfield Avenue, 80 feet wide, and the northwest side of Ridgewood Avenue, formerly Grace Avenue, 50 feet wide; said point of beginning being distant 184.98 feet southeasterly, measured along the southwest side of said Dolfield Avenue, from the point formed by the intersection of the southwest side of said Dolfield Avenue and the southeast side of Fernhill Avenue, 50 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 17226.42 feet and north 14397.11 feet; and running thence binding on the northwest side of said Ridgewood Avenue South $63^{\circ}-32'-27''$ West 261.17 feet to intersect the northeast side of said Callaway Avenue, 50 feet wide; thence binding on the northeast side of said Callaway Avenue South $33^{\circ}-34'-30''$ East

50.39 feet to intersect a line drawn parallel with and distant 50 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North $63^{\circ}-32'-27''$ East 272.17 feet to intersect the southwest side of said Dolfield Avenue; and thence binding on the southwest side of said Dolfield Avenue by a line curving to the left with a 963.07 foot radius the distance of 52.90 feet which are subtended by a chord bearing North $45^{\circ}-29'-25''$ West 52.89 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the Seventh day of February in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Ridgewood Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable

thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 10, 1929.

WM. F. BROENING, *Mayor*.

No. 729.

An ordinance to condemn, open and grade Dorchester Road, 50 feet wide, from the east side of Hicks Avenue easterly to a 12-foot alley, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the seventh day of February, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Dorchester Road with a width of 50 feet from the east side of Hicks Avenue easterly to a 12-foot alley, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Hicks Avenue, 50 feet wide, as condemned and opened under Ordinance No. 151, approved April 16, 1924, and the south side of Dorchester Road, as laid out 50 feet wide easterly from a 12-foot alley east of said Hicks Avenue, produced westerly; said point of beginning being distant 59.56 feet northerly from the point formed by the intersection of the east side of said Hicks Avenue and the northeast side of Liberty Heights Avenue; the co-ordinates of said point of beginning,

based upon the system established by the City of Baltimore Topographical Survey Commission, being West 20601.00 feet and North 11628.56 feet; and running thence binding on the south side of said Dorchester Road so produced North $89^{\circ}-57'-00''$ East 136.93 feet to intersect the west side of said 12-foot alley; thence binding on the west side of said 12-foot alley North $01^{\circ}-11'-45''$ West 50.01 feet to intersect a line drawn parallel with and distant 50 feet northerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South $89^{\circ}-57'-00''$ West 138.14 feet to intersect the east side of said Hicks Avenue; and thence binding on the east side of said Hicks Avenue South $02^{\circ}-34'-24''$ East 50.05 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the Seventh day of February in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Dorchester Road, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the

Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 10, 1929.

WM. F. BROENING, *Mayor*.

No. 730.

An ordinance to condemn, open, widen and grade Hamilton Avenue, from its present width of about 30 feet to a width varying from 23.73 feet to 90 feet more or less, from the southeast side of Belair Road to the Eastern Boundary of Baltimore City established 1918, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of February, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Hamilton Avenue, from its present width of about 30 feet to a width varying from 23.73 feet to 90 feet more or less from the southeast side of Belair Road to the Eastern Boundary of Baltimore City established 1918, the land hereby directed to be condemned for said Hamilton Avenue being described as follows:

Beginning for the same at a point formed by the intersection of the southeast side of Belair

Road, as condemned and opened 80 feet wide, and the northeast side of Hamilton Avenue, as now laid out; said point of beginning being distant 230.69 feet southwesterly from the point formed by the intersection of the southeast side of said Belair Road and the southwest side of Bayonne Avenue, formerly Rockdale Avenue; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 19894.91 feet and North 16348.47 feet; and running thence binding on the northeast side of said Hamilton Avenue South $36^{\circ}-37'-56''$ East 145.42 feet; thence South $18^{\circ}-52'-00''$ East 91.24 feet; thence by a line curving to the left with a 609.64-foot radius the distance of 467.76 feet, which arc is subtended by a chord bearing South $40^{\circ}-50'-50''$ East 456.37 feet; thence by a line curving to the right with a 747.71-foot radius the distance of 312.73 feet, which arc is subtended by a chord bearing South $50^{\circ}-50'-45''$ East 310.45 feet; thence South $38^{\circ}-51'-50''$ East 120 feet; thence by a line curving to the left with a 264.25-foot radius the distance of 129.98 feet, which arc is subtended by a chord bearing South $52^{\circ}-57'-20''$ East 128.68 feet; thence South $67^{\circ}-02'-50''$ East 172.47 feet; thence by a line curving to the right with a 292.04-foot radius the distance of 264.88 feet, which arc is subtended by a chord bearing South $41^{\circ}-03'-50''$ East 255.89 feet; thence South $15^{\circ}-04'-50''$ East 336.65 feet; thence by a line curving to the left with a 267.77-foot radius the distance of 144.58 feet, which arc is subtended by a chord bearing South $30^{\circ}-32'-55''$ East 142.83 feet; thence South $46^{\circ}-01'-00''$ East 437.84 feet; thence by a line curving to the left with a 266.25-foot radius the distance of 172.01

feet, which are is subtended by a chord bearing South $64^{\circ}-31'-30''$ East 169.04 feet; thence South $83^{\circ}-02'-00''$ East 263.17 feet; thence by a line curving to the left with a 545.60-foot radius the distance of 151.06 feet, which are is subtended by a chord bearing North $89^{\circ}-02'-05''$ East 150.58 feet; thence North $81^{\circ}-06'-10''$ East 467.75 feet; thence North $79^{\circ}-50'-00''$ East 489.69 feet; thence by a line curving to the right with a 653.27-foot radius the distance of 165.17 feet, which are is subtended by a chord bearing North $87^{\circ}-04'-35''$ East 164.73 feet; thence South $85^{\circ}-40'-50''$ East 264.70 feet; thence by a line curving to the right with a 473.95-foot radius the distance of 235.98 feet, which are is subtended by a chord bearing South $71^{\circ}-25'-00''$ East 235.55 feet; thence easterly 29 feet more or less to a point formed by the intersection of the northeast side of Ritter Lane there situate and the east side of Liberty Avenue there situate; thence binding on the northeast side of said Ritter Lane and continuing the same course in all southeasterly 308 feet more or less to intersect the east side of Ritter Avenue there situate; thence binding on the east side of said Ritter Avenue southerly 32 feet more or less; thence South $57^{\circ}-09'-10''$ East 103 feet more or less; thence by a line curving to the right with a 559.67-foot radius the distance of 271.42 feet, which are is subtended by a chord bearing South $43^{\circ}-15'-35''$ East 268.77 feet; thence South $29^{\circ}-22'-00''$ East 127.37 feet to intersect the eastern boundary of Baltimore City established in 1918 at a point distant 89.03 feet northerly from Boundary Stone No. 8595; thence binding on said boundary due South 122.35 feet to intersect a line drawn parallel with and distant 60 feet southwesterly measured at right

angles from the twenty-fifth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 60 feet southwesterly measured at right angles from the twenty-fourth and twenty-third lines, respectively, of this description and along lines drawn parallel with and distant 60 feet southerly measured at right angles from the nineteenth, eighteenth, seventeenth, sixteenth, fifteenth, fourteenth, and thirteenth lines, respectively, of this description, and along lines drawn parallel with and distant 60 feet southwesterly measured at right angles from the twelfth, eleventh, tenth, ninth, eighth, seventh, sixth, fifth, fourth, third and second lines, respectively, of this description, the twenty-one following courses and distances, namely: North $29^{\circ}-22'-00''$ West 234 feet, by a line curving to the left with a 499.67-foot radius the distance of 242.32 feet, which arc is subtended by a chord bearing North $43^{\circ}-15'-35''$ West 239.95 feet; North $57^{\circ}-09'-10''$ West 448.06 feet, by a line curving to the left with a 413.95-foot radius the distance of 206.11 feet, which arc is subtended by a chord bearing North $71^{\circ}-25'-00''$ West 203.98 feet, North $85^{\circ}-40'-50''$ West 264.70 feet, by a line curving to the left with a 593.27-foot radius the distance of 149.99 feet, which arc is subtended by a chord bearing South $87^{\circ}-04'-35''$ West 149.60 feet, South $79^{\circ}-50'-00''$ West 490.35 feet, South $81^{\circ}-06'-10''$ West 468.41 feet, by a line curving to the right with a 605.60-foot radius the distance of 167.68 feet, which arc is subtended by a chord bearing South $89^{\circ}-02'-05''$ West 167.14 feet, North $83^{\circ}-02'-00''$ West 263.17 feet, by a line curving to the right with a 326.25-foot radius the distance of 210.78 feet, which arc is subtended by a chord bearing North $64^{\circ}-$

31'-30'' West 207.13 feet, North 46°-01'-00'' West 437.84 feet, by a line curving to the right with a 327.77-foot radius the distance of 176.98 feet, which arc is subtended by a chord bearing North 30°-32'-55'' West 174.83 feet, North 15°-04'-50'' West 336.65 feet, by a line curving to the left with a 232.04-foot radius the distance of 210.46 feet, which arc is subtended by a chord bearing North 41°-03'-50'' West 203.32 feet, North 67°-02'-50'' West 172.47 feet, by a line curving to the right with a 324.25-foot radius the distance of 159.50 feet, which arc is subtended by a chord bearing North 52°-57'-20'' West 157.89 feet, North 38°-51'-50'' West 120 feet, by a line curving to the left with a 687.71-foot radius the distance of 287.63, which arc is subtended by a chord bearing North 50°-50'-45'' West 285.54 feet, by a line curving to the right with a 669.64-foot radius the distance of 513.79 feet, which arc is subtended by a chord bearing North 40°-50'-50'' West 501.28 feet and North 18°-52'-00'' West 92.98 feet to intersect the southwest side of Hamilton Avenue, as now proposed to be condemned, and shown on Plat 187-A-31, filed in the Bureau of Plans and Surveys; thence binding on the southwest side of said last mentioned Hamilton Avenue the two following courses and distances, namely: South 44°-03'-25'' East 1.41 feet and South 35°-12'-00'' East 129.88 feet to intersect the northeast side of said last mentioned Hamilton Avenue; thence binding on the northeast side of said last mentioned Hamilton Avenue the two following courses and distances, namely: North 22°-17'-40'' West 114.58 feet and North 36°-37'-56'' West 142.83 feet to intersect the southeast side of said Belair Road; and thence binding on the

southeast side of said Belair Road North 48° - $08'-53''$ East 31.43 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-seventh day of February in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and opening of said Hamilton Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 10, 1929.

WM. F. BROENING, *Mayor*

No. 731.

An ordinance to add a new section to Article 4 of the Baltimore City Code of 1927, entitled "Carriages, Horses, Boats and Scows," said new section to come in immediately after Section 94 of said Article and to be known as Section 94B; said section regulating the parking of vehicles on St. Paul St., Charles St., Maryland Ave., Oak St., Twentieth and Twenty-first Sts., within certain limits.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That a new section be and it is hereby added to Article 4 of the Baltimore City Code of 1927, entitled "Carriages, Horses, Boats & Scows," said new section to come in immediately after Section 94 of said Article to be known as Section 94B, and to read as follows:

94B. On the west side of St. Paul St., on either side of Charles St., on either side of Maryland Ave., on east side of Oak St., between the North side of Twentieth St. and the South side of Twenty-First St.; no vehicle shall be permitted to stand longer than two hours continuously in any one block between the hours of 7:30 A. M. and 6:00 P. M. on any day, Sundays and Legal Holidays excepted; nor shall any vehicles be permitted to stand for a longer period than two hours continuously on the South side of Twenty-First St. and the North side of Twentieth St. between the West side of St. Paul St. and the East side of Oak St., in any one block, between the hours of 7:30 A. M. and 6:00 P. M. on any day, Sundays and Legal Holidays excepted.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 10, 1929.

WM. F. BROENING, *Mayor.*

No. 732.

An ordinance to repeal Ordinance No. 1036, approved April 4, 1927, entitled "An ordinance to condemn and close Elgin Lane, from the southwest side of Pennsylvania Avenue to the southeast side of Elgin Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the twenty-seventh day of December, 1926, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Ordinance No. 1036, approved April 4, 1927, entitled "An ordinance to condemn and close Elgin Lane from the southwest side of Pennsylvania Avenue to the southeast side of Elgin Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the twenty-seventh day of December, 1926, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 10, 1929.

WM. F. BROENING, *Mayor*.

No. 733.

An ordinance to repeal Ordinance No. 400, approved May 21, 1928, entitled "An ordinance to condemn and open Elgin Lane, varying in width from 24.92 feet to 25.72 feet, from the southwest side of Pennsylvania Avenue to the southeast side of Elgin Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-third day of January, 1928, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Ordinance No.

400, approved May 21, 1928, entitled "An ordinance to condemn and open Elgin Lane, varying in width from 24.92 feet to 25.72 feet, from the southwest side of Pennsylvania Avenue to the southeast side of Elgin Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-third day of January, 1928, and now on file in said Office," be and it is hereby repealed.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved June 10, 1929.

WM. F. BROENING, *Mayor*.

No. 734.

An ordinance granting permission to Alfred Natuluccia to erect a metal garage in the rear of his premises 536 N. Lakewood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Alfred Natuluccia to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 536 N. Lakewood Avenue; the said garage to be within 2 ft. of a frame overhang bath, provided, there are no openings in sides or rear of garage and said overhang is fireproofed, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained, that this ordinance shall take effect from the date of its passage.*

Approved June 10, 1929.

WM. F. BROENING, *Mayor.*

No. 735.

An ordinance to repeal and reordain, with amendments, Sections 107, 110 and 111 of Article 45 of the Baltimore City Code (1927 Edition), title "Streets and Bureau of Highways," sub-title "Grading, Paving, etc., of Streets," sub-heading "Paving on Petition," reducing the percentage of abutting feet of property whose owners are required to petition for paving under the provisions of said sub-heading, providing for assessing corner lots fronting on intersecting streets, avenues, lanes or alleys, for only one-third of the length of the side abutting on the street, avenue, lane or alley embraced in the petition, and also providing for the time when the assessments shall become liens on the abutting property.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That Sections 107, 110 and 111 of Article 45 of the Baltimore City Code (1927 Edition), title "Streets and Bureau of Highways," sub-title "Grading, Paving, etc., of Streets," sub-heading "Paving on Petition," be and they are hereby repealed and reordained with amendments, to read as follows:*

107. Upon the written request of the owners of sixty per cent. (60%) of the front feet of ground binding on the whole, or any part, of any street, avenue, lane or alley of the City of Baltimore, which is now open, or may hereafter be opened, the Highways Engineer of Baltimore City, acting under the provisions of Chapter 401

of the Acts of the General Assembly of Maryland of the year 1906, and any amendment or amendments thereof, may, if in his judgment the public interests will be served thereby, grade, curb and pave, grade and pave, or pave, as in his judgment he may deem necessary, such street, avenue, lane or alley, or part thereof, at the expense pro rata of the owners of all the property binding thereon in accordance with the provisions of this ordinance.

110. After any contract for the work of grading, paving or curbing said street, avenue, lane, or alley, or part thereof, shall have been awarded in the manner provided by law, the said Highways Engineer shall impose a tax upon the property binding on said street, avenue, lane or alley, or any part thereof, so to be graded, paved or curbed, equal in amount to such part of the said expense as the aforesaid Highways Engineer, in his discretion, shall determine is to be borne by the owner or owners of such property, and also three per centum (3%) on the amount so to be assessed against said property for the costs and expenses of collecting the same; and the said Highways Engineer shall apportion the said tax so that the several lots of ground binding on both sides of said street, avenue, lane or alley, or part thereof, to be graded, paved or curbed, shall become liable for a pro rata part thereof, according to the frontage of said property thereon; provided, that in counting the number of feet which any property abuts upon the street, avenue, lane or alley to be paved, the actual number of such feet shall be taken as to all lots having their front or rear upon said street, avenue, lane or alley, but corner lots, having their front

on some intersecting or crossing street, avenue, lane or alley, and having their side upon the street, avenue, lane or alley to be paved, shall be counted for only one-third ($\frac{1}{3}$) of the length of such side, and the property owners' share of the expense of paving such street, avenue, lane or alley shall be divided equally in proportion to the number of feet abutting upon such street, avenue, lane or alley, counted as herein directed; provided that the cost of paving streets, avenues, lanes or alleys under the provisions of this ordinance shall be assessed in the aforementioned proportion upon the abutting property owners in every case, in no instance, however, to exceed two-thirds ($\frac{2}{3}$) of said cost; and the said Highways Engineer shall then prepare a statement showing the amount of assessment upon each of the aforesaid lots of ground.

111. Whenever any street, avenue, lane or alley, or part thereof, shall be graded, paved or curbed, in accordance with the provisions of this ordinance, the Highways Engineer may, if to him it shall appear advisable, provide in his statement of benefit assessments, above mentioned, that the payment of the amount so assessed may, at the option of the owners of the respective lots of ground assessed, be deferred for such definite period of time as the said Highways Engineer shall determine not to exceed five (5) years from the date of the delivery of the statement aforesaid, to the City Collector, as hereinafter provided, with interest on said deferred payments, as said Highways Engineer may deem just and proper; and the assessments so made shall be and continue liens on the respective lots of ground from the date of the

award of the contract for the grading, paving and curbing of such street, avenue, lane or alley, or part thereof, until paid.

SECTION 2. *And be it further ordained*, That any proceedings now pending before the Highways Engineer and the rights of all parties interested or affected thereby shall be in accordance with Sections 107, 110 and 111 of Article 45 of the Baltimore City Code as they existed prior to the passage of this ordinance.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage, except as otherwise herein provided.

Approved June 14, 1929.

WM. F. BROENING, *Mayor*.

No. 736.

An ordinance granting The Regent Realty Company permission to maintain for a period not exceeding twenty-five years the present enclosed superstructure, above and across Cohen alley, between Saratoga and Mulberry streets, which was constructed under the authority of Ordinance No. 87, approved May 31, 1904.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission and authority are hereby granted to The Regent Realty Company, its successors and assigns, hereinafter referred to as grantee, to maintain, at its own cost and expense, for a period not exceeding twenty-five years, the present enclosed superstructure or bridgeway, above and across

Cohen alley, between Saratoga and Mulberry Streets, which was constructed under the authority of Ordinance No. 87, approved May 31, 1904.

SECTION 2. *And be it further ordained*, That the Mayor and City Council of Baltimore hereby expressly reserves the right and power, at all times, to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

SECTION 3. *And be it further ordained*, That the said grantee, its successors and assigns, shall maintain the said superstructure or bridgeway, in good condition throughout the full term of this grant, and that the said superstructure or bridgeway shall be, at all times hereafter, subject to regulation and control by the Bureau of Buildings of Baltimore City.

SECTION 4. *And be it further ordained*, That the said grantee, its successors and assigns, shall pay to the City of Baltimore, as compensation for the bridgeway privilege hereby granted, the sum of Eight-hundred and eighty-five dollars (\$885.00) per annum, payable in advance during the continuance of said franchise.

SECTION 5. *And be it further ordained*, That non-compliance, at any time or times, with any of the terms or conditions of the grant hereby made, shall at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the same, which shall thereupon be and become void, and that nothing short of an ordinance of

the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 6. *And be it further ordained*, That the Mayor of Baltimore shall have the right, at any time or times, whenever in his judgment the public interests demand, to revoke any or all of the rights and privileges hereby granted, and upon the receipt of a notice in writing to that effect from the Mayor of Baltimore by the grantee hereunder, its successors or assigns, all such rights shall cease and determine; and the said grantee, its successors or assigns, in the event of any revocation or forfeiture of any of the rights and privileges by this ordinance granted, shall promptly remove the said superstructure or bridgeway at its or their expense.

SECTION 7. *And be it further ordained*, That the said grantee, its successors or assigns, shall be liable for and shall indemnify and save harmless the Mayor and City Council of Baltimore against any and all suits, losses, costs, claims, damages or expenses to which said Mayor and City Council may, from time to time, be subjected, on account of, by reason of, or in any wise resulting from the presence, construction, use, maintenance, alteration, repair, location, relocation and/or removal of said superstructure or bridgeway.

SECTION 8. *And be it further ordained*, That the said grantee, for and on behalf of itself, its successors and assigns, shall, promptly upon the passage of this ordinance, execute and deliver a bond to the Mayor and City Council of Baltimore in the penalty of five thousand dollars (\$5,000.00) conditioned for the faithful per-

formance of all the terms, conditions and provisions of this ordinance, said bond and the surety or sureties thereon to be approved by the City Solicitor and the Board of Estimates.

SECTION 9. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 14, 1929.

WM. F. BROENING, *Mayor*.

No. 737.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of C. M. and Edith M. Langrehr, 426-428-430-432 S. Durham street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of C. M. and Edith M. Langrehr, 426-428-430-432 S. Durham Street, provided, however, that not more than 12 individual garages shall be erected on said premises.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 14, 1929.

WM. F. BROENING, *Mayor*.

No. 738.

An ordinance granting permission to Benjamin Svrjcek to erect a metal garage in the rear of his premises, 715 N. Port Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Benjamin Svrjcek to erect a metal garage 9 feet wide and 14 feet long in the rear of his premises, 715 N. Port Street; the said garage to be within three feet of a frame overhanging porch, provided the porch is inclosed with corrugated iron and that there are no openings in the side or rear of said garage and the said garage to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the building laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of of its passage.

Approved June 14, 1929.

WM. F. BROENING, *Mayor*.

No. 739.

An ordinance granting permission to The Estate of Hammond J. Dugan to erect a second story on the building on the premises 4 and 6 E. Centre street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to The Estate of Hammond J. Dugan to erect a second-story on the building on the premises 4 and 6 E.

Centre Street; the said addition to be 33 ft. x 23 ft., to be of brick construction, to have 9 in. walls on sides and rear and 13 in. wall in front, and to use the present 9 in. walls on sides and rear and 13 in. wall in front of existing building; but in all other respects the said second-story shall be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 14, 1929.

WM. F. BROENING, *Mayor*.

No. 740.

An ordinance granting permission to the Ancient and Accepted Scottish Rite of Free Masons of Maryland to erect a Temple on the lot at the southwest corner of Thirty-ninth and Charles Streets; regulating the height and area of said building, providing for a time limit within which such permission may be availed of; providing for the repeal of inconsistent ordinances heretofore ordained; and for the continuance in effect of this ordinance until expressly and specifically repealed.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to the Ancient and Accepted Scottish Rite of Freemasons of Maryland to erect a Temple on their lot of ground located at the southwest corner of Thirty-ninth and Charles Streets, provided that said structure shall not occupy more than 35,000 square feet of said lot, and provided further

that the same shall not exceed in height one hundred feet above the curb.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage, and that the permission herein granted may be availed of at any time within three years from said date.

SECTION 3. *And be it further ordained*, That all ordinances heretofore ordained which are inconsistent with this ordinance be, and the same are, hereby repealed to the extent of such inconsistency; and further, that this ordinance shall not be deemed to be repealed by implication by any general ordinance that may be hereafter ordained by the Mayor and City Council of Baltimore, but shall remain in full force and effect until expressly and specifically repealed.

Approved June 14, 1929.

WM. F. BROENING, *Mayor*.

No. 741.

An ordinance granting permission to Leslie Peard to remove the wooden fence from one side of his premises known as No. 5313 St. Albans Way, and to extend the same type of fence around his premises known as No. 5311 St. Albans Way, Homeland.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Leslie Peard to remove the wooden fence from one side of his premises known as No. 5313 St. Albans Way, and to extend the same type of fence around

his premises known as No. 5311 St. Albans Way, Homeland; the said fence to be removed and the new fence to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. .

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 14, 1929.

WM. F. BROENING, *Mayor*.

No. 742.

An ordinance granting permission to John Jones to erect a one-story brick addition in the rear of his premises 2339 Madison Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John Jones to erect a one-story brick addition 10 ft. wide and 24 feet long in the rear of his premises 2339 Madison Avenue; the said addition, together with the existing building on the premises, to occupy approximately 80% of the area of the lot, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 14, 1929.

WM. F. BROENING, *Mayor*.

No. 743.

An ordinance authorizing the Board of Estimates to acquire in fee simple by purchase or condemnation any and/or all parcels of land and properties situate in the area bounded by Lexington Street, Harrison Street and Gay Street, in Baltimore City, which in the judgment of said Board is necessary for the establishment of a park, square or public reservation opposite the War Memorial Building, a public building.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Board of Estimates is hereby authorized and directed to acquire in fee simple by purchase or condemnation any and/or all parcels of land and properties situate within the area bounded by Lexington Street, Harrison Street and Gay Street, in Baltimore City, which in the judgment of said Board is necessary for the establishment of a park, square or public reservation opposite the War Memorial Building, a public building.

SECTION 2. *And be it further ordained*, That if the said Board of Estimates is unable to agree with the owner or owners of any of said parcels of land or properties situate within said area, the said Board is hereby authorized and directed to institute the necessary proceedings to condemn any and/or all of said parcels of land and properties for said purposes, in the name of the Mayor and City Council of Baltimore.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 20, 1929.

WM. F. BROENING, *Mayor*.

No. 744.

An ordinance granting permission to Louis M. Isaacs to erect a one-story brick extension in the rear of his premises, 1803 W. Pratt Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Louis M. Isaacs to erect a one-story brick extension 14 feet wide and 22 feet long in the rear of his premises 1803 W. Pratt Street; the said extension to be used for dwelling purposes, and together with the existing building on the premises, to occupy 78% of the area of the lot, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 20, 1929.

WM. F. BROENING, *Mayor*.

No. 745.

An ordinance to amend Section 9 of Ordinance No. 945, approved January 31, 1927, as said section was repealed and reordained by Ordinance No. 266, approved January 27, 1928, by providing that cars may stand on portions of the track constructed under said ordinance on Penn street, between Pratt street and Lemon street and between Lombard street and Cider alley.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Section 9 of Ordinance No. 945, approved January 31, 1927,

as said section was repealed and reordained by Ordinance No. 266, approved January 27, 1928, be and the same is hereby repealed and reordained, with amendments to read as follows:

Section 9. *And be it further ordained*, That The Baltimore and Ohio Railroad Company shall not be permitted to stand a car or cars on the track hereby authorized to be constructed, except on that portion of said track which extends from a point 20 ft. north of the north building line of Pratt Street, northwardly the distance of 159.5 feet to the south building line of Lemon Street, and also in that portion of said track which extends from a point 35 feet north of the north building line of Lombard Street northwardly the distance of 120 feet, and on these portions of said track The Baltimore and Ohio Railroad Company shall be permitted to stand a car or cars for the purpose of serving the owners or occupants of the properties on the east side of Penn Street immediately opposite the said portions of the Penn Street track. The portions of the track hereby authorized on which The Baltimore and Ohio Railroad Company may stand a car or cars is shown on the attached blue print by the lines colored yellow.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 24, 1929.

WM. F. BROENING, *Mayor*.

NO. 746

An ordinance authorizing the Philadelphia, Baltimore and Washington Railroad Company and the Pennsylvania Railroad Company, Lessee of the Philadelphia, Baltimore and Washington Railroad Company, hereinafter called "Railroad," to construct, operate and maintain a lateral railroad for two (2) tracks from a connection with its main line at or near Appleton Street to a connection with the Northern Central Railway Company at or near North Avenue, said lateral railroad to be located in a tunnel across and under the beds of certain streets, avenues and alleys between a portal located on the right-of-way of said Railroad at or near Appleton Street and a portal located between the tracks of the Northern Central Railway Company and Jones Falls at or near North Avenue; to construct, operate and maintain a lateral railroad for a single track from a connection with its present tunnel at or near John Street to a portal northeast of the intersection of North Avenue and Montreal Street, thence in an open cut to a connection with the tracks of the Northern Central Railway; to construct, operate and maintain trolley wires and power transmission lines from its connections with the Northern Central Railway Company at or near North Avenue to the southwestern boundary of Baltimore City and from its connections with the Union Railroad Company at or near Bay View to the eastern boundary of the City, and conduits for underground power transmission cables on its property and/or under the north sidewalk of Presstman Street, and across and under intersecting streets, avenues and alleys from Ap-

pleton Street to a point on Jones Falls at or near North Avenue; imposing upon the Railroad certain duties and obligations with respect to new bridges in the line of either Lafayette Avenue or Mosher Street, and in the line of Garrison Lane and Warwick Avenue, and with respect to new bridges and existing bridges in the lines of Franklin Street, Primrose Street, Frederick Road and Ellamont (or Tenth) Street; imposing upon the Railroad certain duties and obligations with respect to bridges in connection with future projected public highways intersecting the line of the Railroad; imposing upon the Railroad the duty and obligation to electrify and to discontinue the use of smoke-producing engines and engines not reasonably quiet in operation, and providing for the payment of liquidated damages to the City for the failure, refusal or neglect of the Railroad to comply with this duty and obligation and/or to complete within the time specified the bridges in the line of either Lafayette Avenue or Mosher Street, and in the line of Garrison Lane and Warwick Avenue; imposing upon the Railroad liability for injury or damage caused by the Railroad; providing for the closing of certain streets, avenues and alleys, and prescribing the terms and conditions upon which such closing shall be done; providing when the work, alterations and improvements contemplated shall be completed; imposing certain other and additional duties and obligations upon the Railroad with respect to the work, alterations and improvements contemplated and prescribing the terms and conditions upon which the rights and privileges to be exercised by the Railroad are granted and conferred, and subject to which the work, alterations and improvements contemplated are to be done and performed.

Whereas, The Philadelphia, Baltimore and Washington Railroad Company owns, and the Pennsylvania Railroad Company operates, under lease, a railroad from Pope's Creek in Charles County, Maryland, to a point on the Northern Central Railway south of North Avenue, in the City of Baltimore, and also a line of railroad from Bay View to and beyond the eastern boundary of the City of Baltimore; and

Whereas, The said Railroad desires to improve and increase its railroad facilities, eliminate grade crossings and to electrify its lines from its connections with the Northern Central Railway Company at or near North Avenue to the southwestern boundary of the City of Baltimore and from Bay View to the eastern boundary of the City, to enable it more conveniently and expeditiously to handle its large and increasing traffic, both freight and passenger, to and from and through the City of Baltimore, and has planned to increase the number of its tracks on its right-of-way and property from its connections with the Northern Central Railway Company at or near North Avenue to the southwestern boundary of the City of Baltimore, and for the change of grade of its tracks between Appleton Street and the southwestern boundary of the City so as to eliminate all existing grade crossings of streets across its tracks by carrying said streets either under or over its tracks, and for the construction of a two (2) track tunnel as a lateral railroad connecting its present main line at or near Appleton Street with the Northern Central Railway at or near North Avenue, in the City of Baltimore, and for the construction of a single track tunnel as a lateral railroad from a connection with its present tunnel at or near John Street to a connection with the Northern Central Railway at a point north of North Avenue, in the City of Baltimore; and

Whereas, The City desires to cooperate with the Railroad to the fullest extent possible in effectuating said purposes; now, therefore:

Section 1. Be it ordained by the Mayor and City Council of Baltimore, herein called "City," That the Railroad be and it is hereby authorized (so far as the City can grant such authority) in the construction of the lateral railroad from a connection with its main line at or near Appleton Street to a connection with the Northern Central Railway Company at or near North Avenue, to locate and construct same in a two-track tunnel across and under the beds of the following streets, avenues and alleys of the City of Baltimore:

Beginning with a portal located on the right-of-way of said Railroad at or near Appleton Street, thence extending in a northeasterly direction, passing under Monroe Street, Fulton Avenue, Laurens Street, Mount Street, Vincent Street, Gilmor Street, Parrish Street, Stricker Street, Whatcoat Street, Calhoun Street, Woodyear Street, Carey Street, Stockton Street, Fremont Avenue, and under Presstman Street, or partially under Presstman Street and partially on property owned or to be acquired by said Railroad adjacent to Presstman Street, from Fremont Avenue to Linden Avenue, and under the following streets and avenues intersecting Presstman Street: Pennsylvania Avenue, Brunt Street, Division Street, Etting Street, Druid Hill Avenue, McCulloh Street, Madison Avenue, Eutaw Place, Jordan Street and Linden Avenue; thence continuing in a northeasterly direction under North Avenue, Callow Avenue, Watts Street, Bolton Street, Lennox Street, Park Avenue, Reservoir Street, Mt. Royal Terrace, and under all other alleys and unnamed streets or avenues intersecting said line of railroad; thence curving in an easterly direction under property of said

Railroad and City to a portal located between the tracks of the Northern Central Railway Company and Jones Falls.

And the said Railroad is further authorized (so far as the City can grant such authority) in the construction of said lateral railroad from a connection with its present tunnel at or near John Street to a connection with the Northern Central Railway Company at a point north of North Avenue to locate and construct same in a single track tunnel across and under the beds of Mt. Royal Avenue, North Avenue and Montreal Street and under Railroad and City property to a portal northeast of the intersection of North Avenue and Montreal Street, thence in open cut to a junction with the tracks of the Northern Central Railway Company.

Provided that the two (2) track tunnel and the single track tunnel authorized by this section shall not be constructed under private property until such private property shall have been first acquired by the Railroad.

Provided further that after completion there shall be no open cuts whatever in either of said tunnels between their respective portals.

Sec. 2. And be it further ordained, That the two-track tunnel and the single-track tunnel, mentioned and provided for in the preceding section, shall be constructed so as to leave the streets, avenues and alleys, under which said tunnels shall be made, uninjured and secure after the completion of said tunnels; and whenever it shall become reasonably necessary in constructing said lateral railroads and said two-track and single-track tunnels, across or under streets, avenues and alleys mentioned in this ordinance, the said Railroad is hereby authorized, at its sole cost and expense, and with the written approval of the Chief Engineer of Bal-

timore City, to take up any pavement in said streets, avenues or alleys, or to excavate same, and as the orderly progress of the construction permits, the said Railroad shall, at its sole cost and expense, restore and replace the surface of said streets, avenues and alleys, to the same condition in which they were before being interfered with by said Railroad, and in such manner as shall be approved by said Chief Engineer.

Sec. 3. And be it further ordained, That no openings or holes for purposes of ventilation shall be made in any of the streets, avenues or alleys aforesaid, under which said two-track and single-track tunnels shall be made, but said Railroad shall, if any ventilation of said tunnels additional to that afforded by the portals is required, supply the same by means of chimneys, shafts or flues erected at proper points on property belonging to said Railroad; provided that the location, height and design of such chimneys, shafts or flues shall be subject to approval in writing by the Chief Engineer of Baltimore City, and that the ventilation of such tunnels by means of such devices shall be without unreasonable annoyance to persons or property in proximity thereto.

Sec. 4. And be it further ordained, That the Railroad is hereby directed and required to construct a bridge with necessary approaches either in the line of Lafayette Avenue or in the line of Mosher Street, to carry said Lafayette Avenue or said Mosher Street over and across the tracks and property of said Railroad above the grade thereof. The proper officials of the City shall designate in the line of which of the said two streets said bridge shall be located. The City shall, by appropriate action, acquire the property necessary for the approaches to said bridge. The plans and specifica-

tions for said bridge and approaches shall be prepared by the City and shall be subject to the written approval of the Chief Engineer of the Railroad.

The contract for the construction of said bridge and approaches shall be advertised and awarded in the manner provided by Sections 14 and 15 of the Baltimore City Charter, or any amendments thereof or additions thereto, and the Railroad agrees that within ten (10) days after the award of said contract, in the manner above provided, it will execute a formal agreement in writing, with the contractor to whom such contract shall have been awarded, for the construction of said bridge and approaches, said agreement to be subject to the approval of the City Solicitor. The cost of said bridge and approaches, including the cost of acquiring the necessary property, as well as all property damage, shall be borne equally by the City and the Railroad, and after completion the bridge and approaches shall be maintained by the City. If said bridge is located in the line of Mosher Street, that part of Lafayette Avenue, over the tracks and right-of-way of the Railroad, shall be closed, and the cost and expense of closing said part of said avenue, including all property damage, shall be borne equally by the City and the Railroad. Said bridge and approaches shall be completed within eighteen (18) months from the date when plans and specifications for said bridge and approaches are submitted by the City to the Chief Engineer of the Railroad.

Sec. 5. And be it further ordained, That the Railroad is hereby directed and required to construct bridges to carry its tracks over Garrison Lane and over Warwick Avenue, to conform to the new grade of said tracks in their new location. The plans and specifications for said bridges and the

approaches thereto shall be prepared by the Railroad and shall be subject to the written approval of the Chief Engineer of Baltimore City. The contract for the construction of said bridges and approaches shall be advertised and awarded in the manner provided by Sections 14 and 15 of the Baltimore City Charter, or any amendments thereof or additions thereto, and the Railroad agrees that within ten (10) days after the award of said contract in the manner above provided, it will execute a formal agreement in writing, with the contractor to whom such contract shall have been awarded, for the construction of said bridges and approaches, said agreement to be subject to the approval of the City Solicitor. The location of the abutments of said bridges and the distances between said abutments shall be determined by said Chief Engineer, and said bridges shall be constructed so as to provide such grade for the public highway as may be approved by said Chief Engineer. The cost of said bridges and approaches, including the cost of acquiring the necessary property, as well as all property damage and additional cost of drainage and drainage alterations made necessary as a result of the grade crossing eliminations, shall be borne equally by the City and the Railroad, and said bridges after completion shall be maintained by the Railroad. Said bridges and approaches shall be completed within thirty (30) months from the date that this ordinance becomes effective, as in Section 31 hereof is provided.

Sec. 6. And be it further ordained, That the Railroad is hereby directed and required to relocate, change or extend its existing bridges, together with the necessary supports, abutments and appurtenances, to carry six tracks, comprising the present and additional tracks of said Railroad, over Franklin Street and Primrose Street, to

conform to the new grades of said tracks on their new location; provided that the plans for said bridges and the approaches thereto and the location in said streets of the supports, abutments and appurtenances thereof shall be subject to approval in writing by the Chief Engineer of Baltimore City; and provided further that the cost of constructing and thereafter maintaining said bridges shall be borne by the Railroad.

Sec. 7. And be it further ordained, That the Railroad is hereby directed and required to construct a new bridge in the line of Frederick Road and a new bridge in the line of Ellamont (or Tenth) Street, to carry said road and street over six tracks, comprising the present and additional tracks of said Railroad; provided that the plans for said bridges shall be subject to approval in writing by the Chief Engineer of Baltimore City; and provided further that the cost of constructing and thereafter maintaining said bridges shall be borne by the Railroad. Said bridges are to be constructed so as not to interfere with but to provide for uninterrupted and continuous street railway service and vehicular traffic during construction.

Sec. 8. And be it further ordained, That all bridges required to be constructed by the Railroad, pursuant to the provisions of this Ordinance, to carry tracks of the Railroad over any public highways, shall be constructed so as not to interfere with the use of such public highways by the City and the public for any and all highway purposes; that no pedestal or support for any such bridge shall be placed in the bed of any public highway, under any circumstances, at any place other than at the curb and wholly within the sidewalk.

The City and/or any public service corporation shall have the right to attach to said bridges such pipes, mains, conduits, conductors and appurtenances as may be required by the City and/or such public service corporation in connection with the performance of any municipal or public service function, such as street lighting, fire alarm system, police signal system and the furnishing of water, sewage, gas, steam, electric, telephone and street railway service to the public, and street signs; provided that such pipes, mains, conduits, conductors and appurtenances shall not injure or damage the structure of the Railroad or interfere with the safe and proper construction, operation, maintenance and management of the Railroad, and that all such attachments shall be installed and maintained in accordance with established practice and so as not to interfere with the electric current used by the Railroad in the operation thereof.

The City and/or any public service corporation shall also have the right to lay pipes, mains, conduits, conductors and appurtenances for any of the purposes specified in the preceding paragraph hereof, not only on said bridges but over and under said bridges, as well as over and under the right-of-way and property of said Railroad, at any point within the confines or limits of any existing or future street, avenue or alley passing under or over said right-of-way and property. Plans for all construction work proposed to be done in pursuance of the authority conferred by this paragraph shall be subject to approval by the Chief Engineer of the Railroad.

The City and/or any public service corporation shall not be required to pay the Railroad any compensation for the rights and privileges by this Section of this Ordinance granted. All costs and expenses incident to the attachment to said bridges of such wires as are now maintained by the City

and/or any public service corporation at the locations affected, including the maintenance of such attachments, shall be borne by the Railroad.

The Railroad is hereby authorized and empowered to attach trolley wires or supports for the same to the bridges owned or possessed by the City (whether such bridges were built by the City or the Railroad) crossing over any of the lines of railroad required to be electrified as provided in this Ordinance. All such attachments shall be properly insulated and shall be installed and maintained so as not to interfere with the use of said bridges by the public and the City, and in accordance with established practice.

Sec. 9. And be it further ordained, That the proper officials of the City are hereby directed and required to take the requisite proceedings for the closing of portions of the following streets necessary to carry out the improvements herein authorized: Leeds Street, Opel Lane, McTavish Street, Stafford Street, Strickland Street and Calverton Road, over the tracks and right-of-way of the Railroad. The entire cost and expense of closing said streets as herein provided, including all damages which may be awarded in such closing proceedings, as well as the cost and expense of changing, altering, replacing or relocating such surface and sub-surface structures belonging to the City and/or to any public service corporation, including water pipes, gas pipes, steam pipes, electric and telephone conduits, cables, sewers, drains, car tracks, paving, poles, wires and other appurtenances as may be necessary to replace similar structures and services rendered thereby in the streets to be closed, shall be borne by the Railroad; said work shall be done under the supervision of and in accordance with plans to be subject to writ-

ten approval by the Chief Engineer of Baltimore City and/or the owner or owners of such surface and sub-surface structures. In the event that a bridge is constructed in the line of Mosher Street, as provided in Section 4 hereof, the proper officials of the City are hereby directed and required to take the necessary proceedings for closing a portion of Lafayette Avenue as in Section 4 is provided.

Sec. 10. And be it further ordained, That in the event it shall become necessary or desirable to change the grade of any street, avenue or alley in Baltimore City, in connection with the improvements and alterations herein contemplated, the cost and expense occasioned by, connected with or incident to any such change of grade (including all property damage) shall be borne by the Railroad. The foregoing provisions of this section shall have no application in connection with the bridges or viaducts to be constructed in the line of Garrison Lane, Warwick Avenue and Lafayette Avenue or Mosher Street pursuant to the provisions of Sections 4 and 5 hereof, nor in connection with any bridge or viaduct to be constructed pursuant to the provisions of Section 17 hereof.

The question as to whether it is necessary or desirable to change the grade of any street, avenue or alley in connection with the improvements and alterations herein contemplated, as well as the extent of such changes, shall be determined solely by the proper officials of Baltimore City.

Nothing in this section contained shall be held or construed to confer upon the Railroad the immunity or exemption from property damage enjoyed by the City in connection with changes of grade.

Sec. 11. And be it further ordained, That the Railroad is hereby authorized to construct, operate and maintain trolley wires along its tracks from its connections with the Northern Central Railway Company at or near North Avenue to the southwestern boundary of the City, and from its connections with the Union Railroad Company of Baltimore at or near Bay View to the eastern boundary of the City; provided that said trolley wires be at proper heights with supports on or over its own property.

The Railroad is further authorized to construct, operate and maintain power transmission lines from its connections with the Northern Central Railway Company at or near North Avenue to the southwestern boundary of the City, and from its connections with the Union Railroad Company of Baltimore at or near Bay View to the eastern boundary of the City; provided, however, that no overhead power transmission lines shall be constructed, operated or maintained over any of the streets, avenues or alleys of the City, or over any bridges carrying highways over the tracks of the Railroad from its connections with the Northern Central Railway Company at or near North Avenue to the portal of the tunnel located at or near Appleton Street, referred to in Section 1 hereof; and provided further that any overhead power transmission lines which the Railroad may desire to construct, operate or maintain from the portal of said tunnel located at or near Appleton Street, and referred to in Section 1 hereof, to the southwestern boundary of the City, and from its connections with the Union Railroad Company of Baltimore at or near Bay View to the eastern boundary of the City, shall be constructed, operated and maintained at proper heights along its tracks with supports on or over its own property.

The Railroad is further authorized to construct, operate and maintain conduits for a sufficient number of underground power transmission cables on its own property and/or under the north sidewalk of Presstman Street between North Avenue and Carey Street, and across and under intersecting streets, avenues and alleys from a point at or near the portal of said tunnel located at or near Appleton Street to a point at or near the portal of said tunnel located between the tracks of the Northern Central Railway Company and Jones Falls near North Avenue, with necessary manholes on its own property or in the north sidewalk of Presstman Street. Said conduits and cables shall be constructed, operated and maintained at proper depths below the north sidewalk of Presstman Street and below the streets, avenues and alleys intersecting said tunnel within the above limits, and said manholes shall be flush with and shall not extend above the surface of said north sidewalk of Presstman Street. The location of said conduits and cables under the north sidewalk of Presstman Street and under the streets, avenues and alleys intersecting said tunnel within the above limits, and the location of said manholes in the north sidewalk of Presstman Street within the above limits, shall be subject to approval in writing by the Chief Engineer of Baltimore City.

Sec. 12. And be it further ordained, That the plans and specifications for any and all work required to be done by the Railroad under this ordinance, in so far as they affect highways, public utility structures and/or other property belonging to the City, shall be filed in duplicate with the Chief Engineer of Baltimore City and shall be subject to the written approval of said Chief Engineer. Any and all work required to be done by the Railroad under this ordinance, in so far as it affects

highways, public utility structures and/or other property belonging to the City, shall be subject to inspection by and be performed to the satisfaction of said Chief Engineer.

Sec. 13. And be it further ordained, That the proper officials of the City shall not begin any of the proceedings directed in this ordinance to be instituted for the closing of any public street, avenue or alley until all the property abutting on the part of the particular street, avenue or alley to be closed has been acquired by the Railroad, either by purchase or condemnation, or until there has been filed with the proper officials of the City the written consent of the owners of all property not so acquired by the Railroad and abutting on the part of said street, avenue or alley to be closed, consenting to the closing of the same.

Sec. 14. And be it further ordained, That in connection with any of the improvements or alterations herein contemplated, the Railroad shall do the work in such manner as to minimize, as far as may be reasonably possible, interference with the enjoyment and use of the streets, avenues and alleys of the City, and shall safely maintain traffic and public utility service, including all street railway service, on and or under the streets, avenues and alleys affected by such work; provided that, with the written approval of the Chief Engineer of Baltimore City, streets, avenues and alleys may be temporarily closed during the progress of the work, and in the event that the temporary closing of any street, avenue or alley interferes with any public utility service, including street railway service, the Railroad shall, at its sole cost and expense, provide for erecting and laying temporary facilities and tracks for the maintenance of such public utility and street railway service dur-

ing the time that any street, avenue or alley is temporarily closed, as herein provided.

The closing of any streets, avenues or alleys shall be for such time only as may be authorized in writing by said Chief Engineer, and the Railroad shall proceed to restore and open said streets, avenues and alleys forthwith, upon written notice from said Chief Engineer. In the event that the Railroad shall fail or neglect to proceed with the restoration and opening of any of the streets, avenues and alleys temporarily closed, within ten (10) days after written notice so to do, said Chief Engineer may proceed to restore and open said streets, avenues and alleys at the sole cost and expense of the Railroad.

During the performance of the work herein contemplated, the Railroad shall, at its sole cost and expense, provide, erect and maintain all necessary barricades and suitable and sufficient red lights, danger signals and watchmen and take all precautions necessary for the protection and safety of the public, both during the day and night.

Sec. 15. And be it further ordained, That whenever in the performance of any of the work herein contemplated, or as a result thereof, it shall be reasonably necessary, in the judgment of the Chief Engineer of Baltimore City, to change, alter, abandon, relocate, replace or repair any municipal structures, such as sewers, drains, water pipes, steam pipes, conduits, cables, paving and other appurtenances, the same shall be done by the Railroad, pursuant to plans prepared by the City and under the supervision of and in a manner to be approved by the Chief Engineer of Baltimore City, and the Railroad shall pay all cost and expense connected with or incident to the making of such changes, alterations, abandonments, relocations, replacements and repairs, including the cost and expense of engineering supervision.

And whenever in the performance of any of the work herein contemplated, or as a result thereof, it shall be reasonably necessary to change, alter, abandon, relocate, replace or repair any public service or utility structures, such as gas pipes, steam pipes, conduits, cables, tracks, poles, wires and other appurtenances, the same shall be done by the Railroad, pursuant to plans prepared by the owner or owners of such structures and under the supervision of and in a manner to be approved by such owner or owners, and the Railroad shall pay all cost and expense connected with or incident to the making of such changes, alterations, abandonments, relocations, replacements, and repairs, including the cost and expense of engineering supervision.

And whenever in the performance of any of the work herein contemplated, or as a result thereof, any service rendered to the public by the City or by any public service corporation is interrupted or threatened with interruption, then the City and/or any public service corporation is hereby authorized, after written notice to the Railroad, to take all steps and do all work necessary to restore such service or to prevent such interruption of service, and all cost and expense so incurred by the City and/or any public service corporation, including the cost and expense of engineering supervision and other incidental cost and expense, shall be borne by the Railroad. In the event that any transmission lines authorized by Section 11 and/or by Section 27 be constructed over any of the streets, avenues or alleys of the City on which there are or hereafter may be located wires or tracks of any public service corporation, the Railroad shall provide and maintain such safeguards and safety devices as will fully protect the owners of said wires or tracks from all loss or damage due to said transmission lines.

In the event that the Railroad and the owner or owners of any public utility structures which are to be changed, altered, abandoned, relocated, replaced or repaired pursuant to the authority conferred by this Section are unable to agree as to the necessity for changing, altering, abandoning, relocating, replacing or repairing any such public utility structures of said owner or owners, or as to whether the plans prepared by such owner or owners are reasonable and proper, or whether the performance of any work by said Railroad in carrying out the plans prepared by the owner or owners is sufficient and proper, the Chief Engineer of Baltimore City shall arbitrate all such controversies between the Railroad and the owner or owners of any such public utility structures, and his award and decision shall be conclusive and binding upon the parties to the controversy.

Sec. 16. And be it further ordained, That the Railroad, in connection with the completion of the tunnels, bridges, approaches and other construction provided for in this ordinance, shall at its sole cost and expense, do all such additional and incidental work as in the judgment of the Chief Engineer of Baltimore City may be necessary for the final and complete restoration and replacement of the streets, avenues and alleys, as well as all other surfaces adjacent to, or above, or below the portions of the streets, avenues and alleys which may have been directly or indirectly disturbed or affected in or during the progress of the work of construction, to as good a condition as existed before the work of construction was begun.

The type of paving to be used upon the streets, avenues, and alleys required to be newly graded and paved by and at the sole cost and expense of the Railroad under this ordinance, shall be subject to the approval of the Chief Engineer of Bal-

timore City, but shall not be more expensive than the type of paving at the time customarily specified for use upon similar streets, avenues, and alleys which have been or are being paved at the expense of the City.

Sec. 17. And be it further ordained, That whenever in the future the City shall project any public highway which will intersect and cross the line of the Railroad between its connections with the Northern Central Railway Company at or near North Avenue and the southwestern boundary of the City, and/or between its connections with the Union Railroad Company of Baltimore at or near Bay View and the eastern boundary of the City, the City shall have the right to construct said projected highway either over or under the tracks of the Railroad, as may be determined by the Chief Engineer of Baltimore City, the grade of said projected highway to be adjusted so that there will be no unreasonable interference with the then established grade of the Railroad.

In the event the projected highway shall pass under the tracks of the Railroad, the plans and specifications for the bridge required to carry said tracks over said projected highway shall be prepared by the Railroad and be subject to the written approval of the Chief Engineer of Baltimore City; and in the event the projected highway shall pass over the tracks of the Railroad, the plans and specifications for the bridge required to carry said projected highway over said tracks, together with the approaches to said bridge, shall be prepared by the City and be subject to the written approval of the Chief Engineer of the Railroad.

The contract for the construction of said bridges and approaches shall be advertised and awarded in the manner provided by Sections 14 and 15 of the Baltimore City Charter, or any amendments thereof, or additions thereto, and the Railroad agrees

that within ten (10) days after the award of said contract, in the manner above provided, it will execute a formal agreement in writing, with the contractor to whom such contract shall have been awarded, for the construction of said bridges and approaches, said agreement to be subject to the approval of the City Solicitor.

Said bridges shall be constructed so as to provide such grade for the public highway as may be approved by the Chief Engineer of Baltimore City, and the cost of said bridges, together with the piers, abutments and or other supports therefor, shall be borne equally by the City and the Railroad. The cost of the approaches to said bridges and the property damage incident thereto shall be borne wholly by the City. In the event the tracks of the Railroad are carried over the public highway, the bridge carrying said tracks over the highway shall be maintained by the Railroad; and in the event the public highway is carried over the tracks of the Railroad, the bridge and approaches thereto shall be maintained by the City.

The City and or any public service corporation shall have the same rights and privileges with respect to the bridges, approaches and other construction contemplated and provided for in this section of this ordinance as it or they may have with respect to the bridges, approaches and other construction contemplated and provided for in other sections of this ordinance.

Sec. 18. And be it further ordained, That the right and duty are hereby expressly reserved to the City at all times to exercise in the interest of the public full municipal supervision, regulation and control in respect to all matters connected with the work herein provided for and not inconsistent with the terms hereof. In the event that the Railroad, its successors or assigns, shall refuse, neglect or fail to comply with any of the terms, conditions

or provisions of this ordinance, all rights and privileges granted the Railroad by this ordinance shall, at the option of the City, be and become wholly null and void.

Sec. 19. And be it further ordained, That the exercise of all of the rights and privileges conferred by this ordinance, or which may be conferred by any amendment or supplement thereto, or by any future ordinance, shall be and remain at all times, in all respects, so far as the safe, free and unobstructed enjoyment of the streets, avenues and alleys of the City are concerned, for all the purposes for which public highways are or may be used, subject to and under the control of the City.

Sec. 20. And be it further ordained, That the Railroad shall be liable and responsible for any injury or damage to private property and/or property of any public service corporation and/or property of the City which may result from or in consequence of the location, presence, construction, maintenance or operation of any of the bridges, tracks, tunnels, structures, trolley wires, transmission lines, transmission cables, and other work contemplated by this ordinance, or from the operation of cars, engines and trains therein, thereon, thereover or thereunder; provided that in any action against the Railroad, pursuant to the provisions of this Section, the plaintiff shall not be required to show negligence on the part of the Railroad; and provided further, that nothing in this Section contained shall be construed to deprive the Railroad of the benefit of the defense of contributory negligence; and provided further, that all actions instituted against the Railroad, pursuant to the provisions of this Section, shall be instituted within three (3) years from the date when such injury or damage occurs.

Sec. 21. And be it further ordained, That if in the performance of or due to any of the work hereby authorized ground is lost or settlement takes place, either during construction or at any time thereafter, causing injury or damage to any property, structures or appurtenances of the City and/or of any public service corporation and/or of any private owner, the Railroad shall be liable and responsible to the City and/or to any such public service corporation and/or to any such private owner for all loss, damage and expense (including incidental cost and expense) caused thereby or resulting therefrom.

Sec. 22. And be it further ordained, That any person or corporation for whose benefit any of the provisions of this Ordinance are enacted shall be entitled to enforce his, her or its rights in a proper action, either at law or in equity, instituted in his, her or its own name.

Sec. 23. And be it further ordained, That the Railroad in respect to the additional tracks, tunnels, bridges, structures and other work to be constructed pursuant to the terms of this ordinance over or under public highways and on its right-of-way and property shall perform all the duties and obligations imposed upon it and enjoy all the rights and privileges granted to it by its original Charter and any amendments thereof or thereto; and that this ordinance shall not be construed to relieve the Railroad of any duty or obligation heretofore imposed upon it or to diminish, impair or nullify any right or privilege heretofore granted to it by any law or ordinance, unless the performance of such duty or obligation or the exercise of such right or privilege would be inconsistent with the provisions of this ordinance.

Sec. 24. And be it further ordained, That the Railroad hereby further agrees to indemnify and

save harmless the City, as well as any public service corporation whose structures may be involved:

(a) Against and from all liability, damage, cost and expense to which it may be put by reason of injury or damage to any person or to the property of any person or corporation resulting from the construction and maintenance of the work herein provided to be done by the Railroad, or in guarding the same, or from any improper materials used in its construction, or by or on account of any act, neglect or default of the Railroad or its agents or of any contractor or sub-contractor engaged upon said work.

(b) Against and from all liability, damage, cost and expense to which it may be put by reason of the failure of the Railroad to maintain in proper condition and repair the structures herein provided to be maintained by the Railroad.

(c) Against and from all liability, damage, cost and expense to which it may be put by reason of the operation of said Railroad or any part thereof or by reason of the construction or maintenance of any structure constructed or required to be maintained by the Railroad in pursuance of this ordinance.

(d) Against and from all liability, damage, cost and expense to which it may be put by reason of any act of the Railroad in connection with the construction and maintenance of the work herein provided to be done by the Railroad or any neglect or default on the part of the Railroad to properly perform any duty or obligation imposed upon it by this ordinance.

Sec. 25. And be it further ordained, That the Railroad shall forthwith proceed to carry out the terms, conditions and provisions of this ordinance and shall complete all the work herein contemplated (except electrification) within five (5) years from the date that this ordinance become effective

as in Section 31 hereof is provided. In the event of delay in obtaining rights-of-way for the improvements of the Railroad, or delay due to strikes, injunctions, unforeseen engineering difficulties or other causes beyond the control of the Railroad, suitable extensions of time for the completion of such work, if deemed necessary or proper, will be made by the Board of Estimates of Baltimore City.

Nothing herein contained shall be held or construed to extend the time for the completion of the bridges and approaches referred to in Sections 4 and 5 of this ordinance beyond the time specified in said Sections 4 and 5 for the completion of the same; nor shall this section be held or construed to apply to the bridges referred to in Section 17 of this ordinance.

Sec. 26. And be it further ordained, That should the Railroad fail, refuse, or neglect to complete any of the work herein contemplated within the time provided by this ordinance, or fail, refuse or neglect to comply with any of the terms, conditions and/or provisions of this ordinance, or to perform any of the duties or obligations imposed upon it by this ordinance, then the City shall have the right, at its option or discretion, to do any of the work herein contemplated to be done by the Railroad and to perform any of the duties or obligations by this ordinance imposed upon the Railroad which may be necessary to complete the construction, repair or replacement of any structures belonging to the City, such as water pipes, conduits, sewers, streets, highways, paving, etc., as well as the construction of bridges and grade crossing elimination works, and the Railroad shall pay to the City on demand the cost and expense of doing said work and/or performing said duties or obligations.

And should the Railroad fail, refuse or neglect to complete any of the work herein contemplated within the time provided by this ordinance, or fail, refuse or neglect to comply with any of the terms, conditions and/or provisions of this ordinance, or to perform any of the duties or obligations imposed upon it by this ordinance, then any public service corporation shall have the right, at its option or discretion, to do any of the work herein contemplated to be done by the Railroad and to perform any of the duties or obligations by this ordinance imposed upon the Railroad which may be necessary to complete the construction, repair or replacement of any structures belonging to such public service corporation, such as steam pipes, gas pipes, conduits, cables, wires, paving, car tracks, poles, etc., and the Railroad shall pay to such public service corporation on demand the cost and expense of doing said work and or performing said duties or obligations.

Sec. 27. And be it further ordained, That the electrification of the Railroad from its connections with the Northern Central Railway Company at or near North Avenue to the southwestern boundary of the City, and from its connections with the Union Railroad Company of Baltimore at or near Bay View to the eastern boundary of the City, and the operation of electric motive power thereover shall take place within one (1) year from the time allowed for the completion of the other work provided for in this ordinance (except, however, the work of constructing the bridges referred to in Section 17 of this ordinance), and the Railroad shall, within said period, discontinue the use and operation of steam locomotives for moving any of its passenger or freight cars or trains and shall use for such purpose only electricity or some motive power which is non-smoke producing and reasonably quiet in operation within said limits.

Provided, that nothing herein contained shall prohibit the use of steam locomotives or steam driven engines in case of necessity arising from the temporary failure of such other motive power as may be lawfully adopted, such use of steam locomotives or steam driven engines not to continue longer than three (3) days unless the Mayor of Baltimore shall certify to the necessity for the use of steam locomotives or steam driven engines arising from the temporary failure of other motive power for a longer period than three (3) days, to be specified in said certificates, and the Railroad shall not be liable for the liquidated damages elsewhere in this ordinance provided, for such days as it may use steam locomotives or steam driven engines in case of necessity arising from the temporary failure of such other motive power as herein provided. Any certificate given by the Mayor, in pursuance of this provision, shall be *prima facie* but not conclusive evidence of the necessity for using steam locomotives or steam driven engines for a longer period than three (3) days. Such certificate, or the fact of its existence or non-existence, shall not be evidence in any action or proceeding except an action or proceeding to recover the liquidated damages provided for in this ordinance.

Provided further, that the right is reserved to the Railroad to use steam engines for the shifting of cars between Fulton Junction and the southwestern boundary of the City, and also for moving its passenger or freight cars or trains between Bay View and the eastern boundary of the City, as well as for the shifting of cars between Bay View and the eastern boundary of the City.

Provided further, that nothing herein contained shall be held or construed to authorize the Railroad to construct, operate or maintain overhead power transmission lines in connection with the duty and obligation to electrify hereby imposed,

except between the portal of its tunnel at or near Appleton Street and the southwestern boundary line of Baltimore City, and between Bay View and the eastern boundary line of the City, the construction, operation and maintenance of overhead power transmission lines, except between the portal of its tunnel at or near Appleton Street and the southwestern boundary line of Baltimore City, and between Bay View and the eastern boundary line of the City, being hereby expressly prohibited.

Sec. 28. And be it further ordained, That in the event the Railroad shall fail, refuse or neglect to comply with any of the duties, obligations, terms, conditions and/or provisions of Sections 4, 5, and/or 27 of this ordinance within the time specified in said Sections, it shall pay to the City the sum of One Hundred Dollars (\$100.00) per day for each day beyond the time specified in said sections on which it shall fail, refuse or neglect to comply with any of said duties, obligations, terms, conditions and/or provisions, which said sum of One Hundred Dollars (\$100.00) per day it agrees upon demand to pay to the City as liquidated damages for such failure, refusal or neglect. The City may recover such liquidated damages by suit or action at law.

Sec. 29. And be it further ordained, That the proposed improvements and alterations to be made by the Railroad, and the streets, avenues and alleys to be closed, the route of the new tracks and tunnels and all other work (so far as it is possible to show same) to be done pursuant to the provisions of this ordinance, shall be as set forth on and in accordance with Plat No. 23709, designated "Baltimore, Md., Proposed Pennsylvania Railroad Improvements, Loney's Lane to Wilkens Avenue, including Elimination of Grade Crossings, Additional Tunnels, New Calvert Station and Electrification," which said plat is signed by the respective Chief Engineers of Baltimore City and the Pennsylvania Railroad and is hereby made a part of this ordi-

nance; provided, however, that modifications of said plat which do not change or modify any of the written terms, conditions and/or provisions of this ordinance, may from time to time be made by the Railroad with the consent of the Board of Estimates of Baltimore City; and provided further that no extension of or increase in any of the construction by this ordinance authorized shall be made without a further ordinance of the Mayor and City Council of Baltimore.

Sec. 30. And be it further ordained, That the term "Railroad," as used and employed in this ordinance, shall be held and construed to mean the Philadelphia, Baltimore and Washington Railroad Company and the Pennsylvania Railroad Company, as well as their respective successors and assigns; and all the terms, conditions, provisions, duties and obligations by this ordinance imposed upon said Philadelphia, Baltimore and Washington Railroad Company, and upon its successors and assigns, shall be held and construed to be and are hereby equally imposed upon the said Pennsylvania Railroad Company and upon its successors and assigns.

Sec. 31. And be it further ordained, That this ordinance shall not become effective unless the Philadelphia, Baltimore and Washington Railroad Company and the Pennsylvania Railroad Company, lessee of the Philadelphia, Baltimore and Washington Railroad Company, within ninety (90) days from the date of approval hereof, shall have filed with the Mayor of Baltimore instruments of writing, signed by their respective Presidents or Vice-Presidents and under their respective corporate seals, in form approved by the City Solicitor, agreeing to accept and perform all the duties, obligations, terms, conditions and provisions of this ordinance on their part to be performed and observed."

Approved, June 27, 1929.

William F. Broening,
Mayor.

NO. 747

An ordinance authorizing the Union Railroad Company of Baltimore and the Pennsylvania Railroad Company, Lessee of the Union Railroad Company of Baltimore, hereinafter called the "Railroad," to construct, operate and maintain two (2) tracks substantially on the grade of and adjacent to and parallel with its present two (2) tracks from the center of Guilford Avenue to a connection with its present four-track system at or near Collington Avenue; to construct, operate and maintain a new double-track tunnel in which to locate said proposed additional tracks parallel with and south of its present two-track tunnel, and partly under the bed of Hoffman Street, from the west side of Greenmount Avenue to the east side of Bond Street, and under the beds of all intersecting streets, avenues, and alleys; to construct, operate and maintain trolley wires and power transmission lines from its connections with the Northern Central Railway Company at or near Guilford Avenue to its connections with the Philadelphia, Baltimore and Washington Railroad Company at or near Bay View, and conduits for underground power transmission cables on its own property and/or under the south sidewalk of Hoffman Street and across and under intersecting streets, avenues and alleys from the west side of Greenmount Avenue to the east side of Bond Street; imposing upon the Railroad certain duties and obligations with respect to bridges over Broadway, Gay Street, Wolfe Street, Preston Street, Chase Street and Chester Street, and with respect to a bridge and approaches in the line of Loney's Lane; imposing upon the Railroad certain duties

and obligations with respect to bridges in connection with future projected public highways intersecting the line of the Railroad; imposing upon the Railroad the duty and obligation to electrify and to discontinue the use and operation of smoke producing engines and engines not reasonably quiet in operation, and providing for the payment of liquidated damages to the City for the failure, refusal or neglect of the Railroad to comply with this duty and obligation and/or with the duty and obligation to complete within the time specified the bridge and approaches in the line of Loney's Lane; imposing upon the Railroad liability for injury or damage caused by the Railroad; providing for the opening, closing and widening of certain streets, avenues and alleys and prescribing the terms and conditions upon which such opening, closing and widening shall be done; providing when the work, alterations and improvements contemplated shall be completed; imposing certain other and additional duties and obligations upon the Railroad with respect to the work, improvements and alterations contemplated; and prescribing the terms and conditions upon which the rights and privileges to be exercised by the Railroad are granted and conferred, and subject to which the work, alterations and improvements contemplated are to be done and performed.

Whereas, The Union Railroad Company of Baltimore owns, and the Pennsylvania Railroad Company operates, as lessee of the Union Railroad Company of Baltimore, a railroad from a point on the Northern Central Railway at Guilford Avenue, which is east of the Pennsylvania Station in Baltimore City, to a connection with the Philadelphia, Baltimore and Washington Railroad at Bay View, the said Railroad consisting now of a double track from Guilford Avenue to and beyond Colington Avenue; and

Whereas, The Railroad, desiring to improve and increase its railroad facilities, eliminate grade crossings and electrify its lines from Guilford Avenue to Bay View, to enable it more conveniently and expeditiously to handle its large and increasing traffic, both freight and passenger, to and from the City of Baltimore, and through the same, has planned to increase the number of its tracks on its right-of-way and property from Guilford Avenue to Collington Avenue by the construction of two (2) additional tracks, partly in tunnel, between the points aforesaid on its right-of-way and property, now owned or to be acquired; and

Whereas, The City desires to cooperate with the Railroad to the fullest extent possible in effectuating said purposes; now, therefore:

Section 1. Be it ordained by the Mayor and City Council of Baltimore, herein called "City," That the Railroad is hereby authorized (so far as the City can grant such authority) to construct, operate and maintain two (2) additional tracks, substantially on the grade of and adjacent to and parallel with its present two (2) tracks, from the center of Guilford Avenue to a connection with its present four-track system at or near Collington Avenue.

Sec. 2. And be it further ordained, That the Railroad is hereby authorized to construct, operate and maintain a tunnel, with two (2) tracks therein, partly under the bed of Hoffman Street, and partly under property owned or to be acquired by the Railroad, and under intersecting streets, avenues and alleys adjacent to and south of Hoffman Street, between the west side of Greenmount Avenue and the east side of Bond Street.

Provided that the two track tunnel authorized

by this section shall not be constructed under private property until such private property shall have been first acquired by the Railroad.

Provided further that after completion there shall be no open cuts whatever in said tunnel between its respective portals.

Sec. 3. And be it further ordained, That the tunnel mentioned and provided for in the preceding section shall be constructed so as to leave the streets, avenues and alleys, under which said tunnel shall be made, uninjured and secure after the completion of said tunnel; and whenever it shall become reasonably necessary in constructing said two (2) additional tracks and tunnel, across or under streets, avenues and alleys mentioned in this ordinance, the said Railroad is hereby authorized, at its sole cost and expense, and with the written approval of the Chief Engineer of Baltimore City, to take up any pavement in said streets, avenues or alleys, or to excavate same, and as the orderly progress of the construction permits, the said Railroad shall, at its sole cost and expense, restore and replace the surface of said streets, avenues and alleys, to the same condition in which they were before being interfered with by said Railroad, and in such manner as shall be approved by said Chief Engineer.

Sec. 4. And be it further ordained, That no openings or holes for purposes of ventilation shall be made in any of the streets, avenues or alleys aforesaid, under which said tunnel shall be made, but said Railroad shall, if any ventilation of said tunnel additional to that afforded by the portals is required, supply the same by means of chimneys, shafts or flues erected at proper points on property belonging to said Railroad; provided that the

location, height and design of said chimneys, shafts or flues shall be subject to approval in writing by the Chief Engineer of Baltimore City, and that the ventilation of said tunnel by means of such devices shall be without unreasonable annoyance to persons or property in proximity thereto.

Sec. 5. And be it further ordained, That the Railroad in the construction of the proposed two (2) additional tracks (south of and adjacent to its present two (2) tracks) herein provided for, from Bond Street to Collington Avenue, is hereby directed and required, at its sole cost and expense, to construct and maintain bridges, together with the necessary supports, abutments and appurtenances, to carry said tracks across and over the following named streets: Broadway, Gay Street, Wolfe Street, Preston Street, Washington Street, Biddle Street, Chase Street and Chester Street.

The plans for said bridges and the location in said streets of the supports, abutments and appurtenances thereof, shall be subject to approval in writing by the Chief Engineer of Baltimore City.

Sec. 6. And be it further ordained, That the proper officials of the City are hereby directed and required to take the requisite proceedings for the closing of such public streets, avenues and alleys, or portions thereof, between Guilford Avenue and Collington Avenue, as may be necessary for the construction of said two (2) additional tracks and tunnel, and the Railroad is hereby authorized and permitted (so far as the City can grant such authority and permission) to occupy and use the beds of such streets, avenues and alleys, or portions thereof, as may be closed, for the construction of said two (2) additional tracks and tunnel.

Whenever the closing of any public streets, avenues and alleys, or portions thereof, as above pro-

vided, makes reasonably necessary the opening of any new streets, avenues and alleys, in substitution for those closed, or the widening of any existing streets, avenues and alleys, the said officials shall take the requisite proceedings to open such new streets, avenues and alleys, or widen such existing streets, avenues and alleys; and whether the construction of said two (2) additional tracks and tunnel renders reasonably necessary the closing, opening or widening of any streets, avenues and alleys, or portions thereof, other than those hereinafter in this section specifically mentioned, is to be determined solely by the proper officials of the City.

The entire cost and expense of the closing, opening and widening of streets, avenues and alleys, or portions thereof, as herein provided, including all amounts, awards and assessments required to be paid for the acquisition of property (either by purchase or condemnation) or in closing, opening or widening proceedings, shall be borne by the Railroad.

The entire cost and expense of constructing, grading and paving the new streets, avenues and alleys to be opened, and the existing streets, avenues and alleys to be widened, as herein provided, with roadway or roadways, sidewalk or sidewalks, as well as the entire cost and expense of changing, altering, replacing or relocating such surface and sub-surface structures belonging to the City and/or to any public service corporation, including water pipes, gas pipes, steam pipes, electric and telephone conduits, cables, sewers, drains, car tracks, paving, poles, wires and other appurtenances as may be necessary to replace similar structures and services rendered thereby in the streets, avenues and alleys to be closed, shall be borne by the Railroad; said work shall be done under the supervision of and in accordance with plans to be sub-

ject to written approval by the Chief Engineer of Baltimore City and/or the owner or owners of such surface or sub-surface structures.

The streets, avenues and alleys, or portions thereof, to be closed as in this section provided, include:

(a) A portion of Carlisle Place, together with the portions of the public alleys intersecting it.

(b) The public alley bordering on the south side of the right-of-way of the Union Railroad Company of Baltimore, between Bond Street and Broadway, together with the portions of the intersecting alleys between Bond Street and Broadway.

(c) Portions of the public alleys between Broadway and Collington Avenue.

The new streets and alleys to be opened as in this section provided include:

(a) A street forty (40) feet wide along the south side of the portion of Carlisle Place which is to be closed as herein provided, connecting the alleys intersecting said new street.

(b) An alley twenty (20) feet wide along the south right-of-way line of the Union Railroad Company of Baltimore, between Bond Street and Broadway.

Sec. 7. And be it further ordained, That the Railroad is hereby authorized to construct, operate and maintain trolley wires along its tracks from its connections with the Northern Central Railway Company at or near Guilford Avenue to its connections with the Philadelphia, Baltimore and Washington Railroad Company at or near Bay View; provided that said trolley wires be at proper heights with supports on or over its own property.

The Railroad is further authorized to construct, operate and maintain power transmission lines from its connections with the Northern Central Railway Company at or near Guilford Avenue to its connections with the Philadelphia, Baltimore and Washington Railroad Company at or near Bay View; provided, however, that no overhead power transmission lines shall be constructed, operated or maintained over any of the streets, avenues or alleys of the City or over any bridges carrying highways over the tracks of the Railroad between the west side of Guilford Avenue and the east side of Bond Street; and provided further, that any overhead power transmission lines which the Railroad may desire to construct, operate and maintain from the east side of Bond Street to its connections with the Philadelphia, Baltimore and Washington Railroad Company at or near Bay View shall be constructed, operated and maintained at proper heights along its tracks with supports on or over its own property.

The Railroad is further authorized to construct, operate and maintain conduits for a sufficient number of underground power transmission cables on its own property and/or under the south sidewalk of Hoffman Street, and under or across all streets, avenues and alleys intersecting the tunnel referred to in Section 2 hereof, from the west side of Greenmount Avenue to the east side of Bond Street, with necessary manholes on its own property or in the south sidewalk of Hoffman Street.

Said conduits and cables shall be constructed, operated and maintained at proper depths below the south sidewalk of Hoffman Street and below the streets, avenues and alleys intersecting said tunnel, and said manholes shall be flush with and shall not extend above the surface of said south sidewalk of Hoffman Street. The location of said conduits and cables under the said south sidewalk

of Hoffman Street and under the streets, avenues and alleys intersecting said tunnel, and the location of said manholes in the south sidewalk of Hoffman Street, shall be subject to approval in writing by the Chief Engineer of Baltimore City.

Sec. 8. And be it further ordained, That the Railroad is hereby directed and required to construct a bridge with necessary approaches in the line of Loney's Lane, to carry said Loney's Lane over and across the tracks and right-of-way of said Railroad, above the grade thereof. The plans and specifications for said bridge and approaches shall be prepared by the City and shall be subject to the written approval of the Chief Engineer of the Railroad. The City shall by appropriate action acquire the necessary property for the approaches to said bridge. The contract for the construction of said bridge and approaches shall be advertised and awarded in the manner provided by Sections 14 and 15 of the Baltimore City Charter, or any amendments thereof or additions thereto, and the Railroad agrees that within ten (10) days after the award of said contract, in the manner above provided, it will execute a formal agreement in writing, with the contractor to whom such contract shall have been awarded, for the construction of said bridge and approaches, said agreement to be subject to the approval of the City Solicitor. The cost of said bridge and approaches, including the cost of acquiring the necessary property, as well as all property damage, shall be borne equally by the City and the Railroad, and after completion, the bridge and approaches shall be maintained by the City. Said bridge and approaches shall be completed within eighteen (18) months from the date when plans and specifications for said bridge and

approaches are submitted by the City to the Chief Engineer of the Railroad.

Sec. 9. And be it further ordained, That all bridges required to be constructed by the Railroad, pursuant to the provisions of this ordinance, to carry tracks of the Railroad over any public highways, shall be constructed so as not to interfere with the use of such public highways by the City and the public for any and all highway purposes; that no pedestal or support for any such bridge shall be placed in the bed of any public highway, under any circumstances, at any place other than at the curb and wholly within the sidewalk, and within the park area of Broadway; and that the Railroad, within five (5) years from the date of approval of this ordinance, shall remove all pedestals or supports to its existing bridges which are now located in said highways at any place other than at the curb and wholly within the sidewalk, and within the park area of Broadway.

The City and/or any public service corporation shall have the right to attach to said bridges such pipes, mains, conduits, conductors and appurtenances as may be required by the City and/or such public service corporation in connection with the performance of any municipal or public service function, such as street lighting, fire alarm system, police signal system, and the furnishing of water, sewage, gas, steam, electric, telephone and street railway service to the public, and street signs; provided that such pipes, mains, conduits, conductors and appurtenances shall not injure or damage the structure of the Railroad or interfere with the safe and proper construction, operation, maintenance and management of the Railroad, and that all such attachments shall be installed and maintained in accordance with established practice and so as not

to interfere with the electric current used by the Railroad in the operation thereof.

The City and/or any public service corporation shall also have the right to lay pipes, mains, conduits, conductors and appurtenances for any of the purposes specified in the preceding paragraph hereof, not only on said bridges but over and under said bridges, as well as over and under the right-of-way and property of said Railroad at any point within the confines or limits of any existing or future street, avenue or alley passing under or over said right-of-way and property. Plans for all construction work proposed to be done in pursuance of the authority conferred by this paragraph shall be subject to approval by the Chief Engineer of the Railroad.

The City and/or any such public service corporation shall not be required to pay the Railroad any compensation for the rights and privileges by this section of this ordinance granted. All costs and expenses incident to the attachment to said bridges of such wires as are now maintained by the City and/or any public service corporation at the locations affected, including the maintenance of such attachments, shall be borne by the Railroad.

The Railroad is hereby authorized and empowered to attach trolley wires or supports for the same to the bridges owned or possessed by the City (whether such bridges were built by the City or the Railroad) crossing over any of the lines of railroad required to be electrified as provided in this ordinance. All such attachments shall be properly insulated and shall be installed and maintained so as not to interfere with the use of said bridges by the public and the City, and in accordance with established practice.

Sec. 10. And be it further ordained, That the plans and specifications for any and all work required to be done by the Railroad under this ordinance, in so far as they affect highways, public utility structures and/or other property belonging to the City, shall be filed in duplicate with the Chief Engineer of Baltimore City and shall be subject to the written approval of said Chief Engineer. Any and all work required to be done by the Railroad under this ordinance, in so far as it affects highways, public utility structures and/or other property belonging to the City, shall be subject to inspection by and be performed to the satisfaction of said Chief Engineer.

Sec. 11. And be it further ordained, That the proper officials of the City shall not begin any of the proceedings directed in this ordinance to be instituted for the closing of any public street, avenue or alley until all the property abutting on the part of the particular street, avenue or alley to be closed has been acquired by the Railroad, either by purchase or condemnation, or until there has been filed with the proper officials of the City the written consent of the owners of all property not so acquired by the Railroad and abutting on the part of said street, avenue or alley to be closed, consenting to the closing of the same.

Sec. 12. And be it further ordained, That in connection with any of the improvements or alterations herein contemplated, the Railroad shall do the work in such manner as to minimize, as far as may be reasonably possible, interference with the enjoyment and use of the streets, avenues and alleys of the City, and shall safely maintain traffic and public utility service, including all street railway service, on and/or under the streets, avenues and alleys affected by such work; provided that, with the written approval of the Chief Engineer of

Baltimore City, streets, avenues and alleys may be temporarily closed during the progress of the work, and in the event that the temporary closing of any street, avenue or alley interferes with any public utility service, including street railway service, the Railroad shall, at its sole cost and expense, provide for erecting and laying temporary facilities and tracks necessary for the maintenance of such public utility and street railway service during the time that any street, avenue or alley is temporarily closed, as herein provided.

The closing of any streets, avenues or alleys shall be for such time only as may be authorized in writing by said Chief Engineer, and the Railroad shall proceed to restore and open said streets, avenues and alleys forthwith, upon written notice from said Chief Engineer. In the event that the Railroad shall fail or neglect to proceed with the restoration and opening of any of the streets, avenues and alleys temporarily closed, within ten (10) days after written notice so to do, said Chief Engineer may proceed to restore and open said streets, avenues and alleys at the sole cost and expense of the Railroad.

During the performance of the work herein contemplated, the Railroad shall, at its sole cost and expense, provide, erect and maintain all necessary barricades and suitable and sufficient red lights, danger signals and watchmen and take all precautions necessary for the protection and safety of the public, both during the day and night.

Sec. 13. And be it further ordained, That whenever in the performance of any of the work herein contemplated, or as a result thereof, it shall be reasonably necessary, in the judgment of the Chief Engineer of Baltimore City, to change, alter, abandon, relocate, replace or repair any municipal structures, such as sewers, drains, water pipes,

steam pipes, conduits, cables, paving and other appurtenances, the same shall be done by the Railroad, pursuant to plans prepared by the City and under the supervision of and in a manner to be approved by the Chief Engineer of Baltimore City, and the Railroad shall pay all cost and expense connected with or incident to the making of such changes, alterations, abandonments, relocations, replacements and repairs, including the cost and expense of engineering supervision.

And whenever in the performance of any of the work herein contemplated, or as a result thereof, it shall be reasonably necessary to change, alter, abandon, relocate, replace or repair any public service or utility structures, such as gas pipes, steam pipes, conduits, cables, tracks, poles, wires and other appurtenances, the same shall be done by the Railroad, pursuant to plans prepared by the owner or owners of such structures and under the supervision of and in a manner to be approved by such owner or owners, and the Railroad shall pay all cost and expense connected with or incident to the making of such changes, alterations, abandonments, relocations, replacements and repairs, including the cost and expense of engineering supervision.

And whenever in the performance of any of the work herein contemplated, or as a result thereof, any service rendered to the public by the City or by any public service corporation is interrupted or threatened with interruption, then the City and/or any public service corporation is hereby authorized, after written notice to the Railroad, to take all steps and do all work necessary to restore such service or to prevent such interruption of service, and all cost and expense so incurred by the City and/or any public service corporation, including the cost and expense of engineering supervision and other incidental cost and expense,

shall be borne by the Railroad. In the event that any transmission lines authorized by Section 7 and/or by Section 26 be constructed over any of the streets, avenues or alleys of the City on which there are or hereafter may be located wires or tracks of any public service corporation, the Railroad shall provide and maintain such safeguards and safety devices as will fully protect the owners of said wires or tracks from all loss or damage due to said transmission lines.

In the event that the Railroad and the owner or owners of any public utility structures which are to be changed, altered, abandoned, relocated, replaced or repaired pursuant to the authority conferred by this section are unable to agree as to the necessity for changing, altering, abandoning, relocating, replacing or repairing any such public utility structures of said owner or owners, or as to whether the plans prepared by such owner or owners are reasonable and proper, or whether the performance of any work by said Railroad in carrying out the plans prepared by the owner or owners is sufficient and proper, the Chief Engineer of Baltimore City shall arbitrate all such controversies between the Railroad and the owner or owners of any such public utility structures, and his award and decision shall be conclusive and binding upon the parties to the controversy.

Sec. 14. And be it further ordained, That in the event it shall become necessary or desirable to change the grade of any street, avenue or alley in Baltimore City, in connection with the improvements and alterations herein contemplated, the cost and expense occasioned by, connected with or incident to any such change of grade (including all property damage) shall be borne by the Railroad. The foregoing provisions of this section shall have no application in connection with the

bridge or viaduct to be constructed in the line of Loney's Lane pursuant to the provisions of Section 8 hereof, nor in connection with any bridge or viaduct to be constructed pursuant to the provisions of Section 16 hereof.

The question as to whether it is necessary or desirable to change the grade of any street, avenue or alley in connection with the improvements and alterations herein contemplated, as well as the extent of such changes, shall be determined solely by the proper officials of Baltimore City.

Nothing in this section contained shall be held or construed to confer upon the Railroad the immunity or exemption from property damage enjoyed by the City in connection with changes of grade.

Sec. 15. And be it further ordained, That the Railroad, in connection with the completion of the tunnels, bridges, approaches and other construction provided for in this ordinance, shall, at its sole cost and expense, do all such additional and incidental work as in the judgment of the Chief Engineer of Baltimore City may be necessary for the final and complete restoration and replacement of the streets, avenues and alleys, as well as all other surfaces adjacent to or above or below the portions of the streets, avenues and alleys, which may have been directly or indirectly disturbed or affected in or during the progress of the work of construction, to as good a condition as existed before the work of construction was begun.

The type of paving to be used upon the streets, avenues and alleys required to be newly graded and paved by and at the sole cost and expense of the Railroad, under this ordinance, shall be subject to the approval of the Chief Engineer of Baltimore City, but shall not be more expensive than the type of paving at the time customarily specified for use upon similar streets, avenues and al-

leys which have been or are being paved at the expense of the City.

Sec. 16. And be it further ordained, That whenever in the future the City shall project any public highway which will intersect and cross the line of the Railroad between its connections with the Northern Central Railway Company at or near Guilford Avenue and its connections with the Philadelphia, Baltimore and Washington Railroad Company at or near Bay View, the City shall have the right to construct said projected highway either over or under the tracks of the Railroad, as may be determined by the Chief Engineer of Baltimore City, the grade of said projected highway to be adjusted so that there will be no unreasonable interference with the then established grade of the Railroad.

In the event the projected highway shall pass under the tracks of the Railroad, the plans and specifications for the bridge required to carry said tracks over said projected highway shall be prepared by the Railroad and be subject to the written approval of the Chief Engineer of Baltimore City; and in the event the projected highway shall pass over the tracks of the Railroad, the plans and specifications for the bridge required to carry said projected highway over said tracks, together with the approaches to said bridge, shall be prepared by the City and be subject to the written approval of the Chief Engineer of the Railroad.

The contract for the construction of said bridges and approaches shall be advertised and awarded in the manner provided by Sections 14 and 15 of the Baltimore City Charter, or any amendments thereof or additions thereto, and the Railroad agrees that within ten (10) days after the award of said contract, in the manner above provided, it will execute a formal agreement in

writing, with the contractor to whom such contract shall have been awarded, for the construction of said bridges and approaches, said agreement to be subject to the approval of the City Solicitor.

Said bridges shall be constructed so as to provide such grade for the public highway as may be approved by the Chief Engineer of Baltimore City, and the cost of said bridges, together with the piers, abutments and/or other supports therefor, shall be borne equally by the City and the Railroad. The cost of the approaches to said bridges and the property damage incident thereto shall be borne wholly by the City. In the event the tracks of the Railroad are carried over the public highway, the bridge carrying said tracks over the highway shall be maintained by the Railroad; and in the event the public highway is carried over the tracks of the Railroad, the bridge and approaches thereto shall be maintained by the City.

The City and any public service corporation shall have the same rights and privileges with respect to the bridges, approaches and other construction contemplated and provided for in this section of this ordinance as it or they may have with respect to bridges, approaches and other construction contemplated and provided for in other sections of this ordinance.

Nothing herein contained, however, shall be held or construed to excuse, relieve or discharge the Railroad from performing any of the duties or obligations imposed upon it by Ordinance No. 36, approved April 5th, 1890; except that the construction of a bridge and approaches on the line of Loney's Lane, as provided in Section 8 hereof, shall satisfy and terminate the duty and obligation on the part of the Railroad to construct and maintain a bridge to carry East Avenue over said Railroad or said Railroad over said Avenue imposed

upon said Railroad by the aforesaid Ordinance No. 36, approved April 5th, 1890.

Sec. 17. And be it further ordained, That the right and duty are hereby expressly reserved to the City at all times to exercise in the interest of the public full municipal supervision, regulation and control in respect to all matters connected with the work herein provided for and not inconsistent with the terms hereof. In the event that the Railroad, its successors or assigns, shall refuse, neglect or fail to comply with any of the terms, conditions or provisions of this ordinance, all rights and privileges granted the Railroad by this ordinance shall, at the option of the City, be and become wholly null and void.

Sec. 18. And be it further ordained, That the exercise of all of the rights and privileges conferred by this ordinance, or which may be conferred by any amendment or supplement thereto, or by any future ordinance, shall be and remain at all times, in all respects, so far as the safe, free and unobstructed enjoyment of the streets, avenues and alleys of the City are concerned, for all the purposes for which public highways are or may be used, subject to and under the control of the City.

Sec. 19. And be it further ordained, That the Railroad shall be liable and responsible for any injury or damage to private property and/or property of any public service corporation and/or property of the City which may result from or in consequence of the location, presence, construction, maintenance or operation of any of the bridges, tracks, tunnels, structures, trolley wires, transmission lines, transmission cables and other work contemplated by this ordinance, or from the opera-

tion of cars, engines and trains therein, thereon, thereover or thereunder; provided that in any action against the Railroad, pursuant to the provisions of this section, the plaintiff shall not be required to show negligence on the part of the Railroad; and provided further, that nothing in this section contained shall be construed to deprive the Railroad of the benefit of the defense of contributory negligence; and provided further, that all actions instituted against the Railroad, pursuant to the provisions of this section, shall be instituted within three (3) years from the date when such injury or damage occurs.

Sec. 20. And be it further ordained, That if in the performance of or due to any of the work hereby authorized ground is lost or settlement takes place, either during construction or at any time thereafter, causing injury or damage to any property, structures or appurtenances of the City and/or of any public service corporation and/or of any private owner, the Railroad shall be liable and responsible to the City and/or to any such public service corporation and/or to any such private owner for all loss, damage and expense (including incidental cost and expense) caused thereby or resulting therefrom.

Sec. 21. And be it further ordained, That any person or corporation for whose benefit any of the provisions of this ordinance are enacted shall be entitled to enforce his, her or its rights in a proper action, either at law or in equity, instituted in his, her or its own name.

Sec. 22. And be it further ordained, That the Railroad in respect to the additional tracks, tunnels, bridges, structures and other work to be constructed pursuant to the terms of this ordinance

over or under public highways and on its right-of-way and property shall perform all the duties and obligations imposed upon it and enjoy all the rights and privileges granted to it by its original charter and any amendments thereof or thereto; and that this ordinance shall not be construed to relieve the Railroad of any duty or obligation heretofore imposed upon it or to diminish, impair or nullify any right or privilege heretofore granted to it by any law or ordinance, unless the performance of such duty or obligation or the exercise of such right or privilege would be inconsistent with the provisions of this ordinance.

Sec. 23. And be it further ordained, That the Railroad hereby further agrees to indemnify and save harmless the City, as well as any public service corporation whose structures may be involved:

(a) Against and from all liability, damage, cost and expense to which it may be put by reason of injury or damage to any person or to the property of any person or corporation resulting from the construction and maintenance of the work herein contemplated or in guarding the same, or from any improper materials used in its construction, or by or on account of any act, neglect or default of the Railroad or its agents or of any contractor or sub-contractor engaged upon said work.

(b) Against and from all liability, damage, cost and expense to which it may be put by reason of the failure of the Railroad to maintain in proper condition and repair the structures herein provided to be maintained by the Railroad.

(c) Against and from all liability, damage, cost and expense to which it may be put by reason of the operation of said Railroad or any part thereof, or by reason of the construction or maintenance of any structure constructed or required to be

maintained by the Railroad in pursuance of this ordinance.

(d) Against and from all liability, damage, cost and expense to which it may be put by reason of any act of the Railroad in connection with the construction and maintenance of the work herein provided to be done by the Railroad or any neglect or default on the part of the Railroad to properly perform any duty or obligation imposed upon it by this ordinance.

Sec. 24. And be it further ordained, That the Railroad shall forthwith proceed to carry out the terms, conditions and provisions of this ordinance and shall complete all the work herein contemplated (except electrification) within five (5) years from the date that this ordinance becomes effective as in Section 30 hereof is provided. In the event of delay in obtaining rights-of-way for the improvements of the Railroad, or delay due to strikes, injunctions, unforeseen engineering difficulties or other causes beyond the control of the Railroad, suitable extensions of time for the completion of such work, if deemed necessary or proper, will be made by the Board of Estimates of Baltimore City.

Nothing herein contained shall be held or construed to extend the time for the completion of the bridge and approaches at Loney's Lane referred to in Section 8 of this ordinance beyond the time specified in said Section 8 for the completion of the same; nor shall this section be held or construed to apply to bridges to carry the tracks of the Railroad over future projected highways or to carry future projected highways over the tracks of the Railroad referred to in Section 16 of this ordinance.

Sec. 25. And be it further ordained, That should the Railroad fail, refuse or neglect to complete any of the work herein contemplated within the time provided by this ordinance, or fail, refuse or neglect to comply with any of the terms, conditions and/or provisions of this ordinance, or to perform any of the duties or obligations imposed upon it by this ordinance, then the City shall have the right, at its option or discretion, to do any of the work herein contemplated to be done by the Railroad and to perform any of the duties or obligations by this ordinance imposed upon the Railroad which may be necessary to complete the construction, repair or replacement of any structures belonging to the City, such as water pipes, conduits, sewers, streets, highways, paving, etc., as well as the construction of bridges and grade crossing elimination works, and the Railroad shall pay to the City on demand the cost and expense of doing said work and/or performing said duties or obligations.

And should the Railroad fail, refuse or neglect to complete any of the work herein contemplated within the time provided by this ordinance, or fail, refuse or neglect to comply with any of the terms, conditions and/or provisions of this ordinance, or to perform any of the duties or obligations imposed upon it by this ordinance, then any public service corporation shall have the right, at its option or discretion, to do any of the work herein contemplated to be done by the Railroad and to perform any of the duties or obligations by this ordinance imposed upon the Railroad, which may be necessary to complete the construction, repair or replacement of any structures belonging to such public service corporation, such as steam pipes, gas pipes, conduits, cables, wires, paving, car tracks, poles, etc., and the Railroad shall pay to such public service corporation on demand the

cost and expense of doing said work and/or performing said duties or obligations.

Sec. 26. And be it further ordained, That the electrification of the Railroad from its connections with the Northern Central Railway Company at or near Guilford Avenue to its connections with the Philadelphia, Baltimore and Washington Railroad Company at or near Bay View, and the operation of electric motive power thereover shall take place within one (1) year from the time allowed for the completion of the other work provided for in this ordinance (except, however, the work of constructing bridges to carry tracks of the Railroad over future projected highways or to carry future projected highways over the tracks of the Railroad referred to in Section 16, of this ordinance) and the Railroad shall, within said period discontinue the use and operation of steam locomotives for moving any of its passenger or freight cars or trains and shall use for such purpose only electricity or some motive power which is non-smoke producing and reasonably quiet in operation within said limits.

Provided, that nothing herein contained shall prohibit the use of steam locomotives or steam driven engines in case of necessity arising from the temporary failure of such other motive power as may be lawfully adopted, such use of steam locomotives or steam driven engines not to continue longer than three (3) days unless the Mayor of Baltimore shall certify to the necessity for the use of steam locomotives or steam driven engines arising from the temporary failure of other motive power for a longer period than three (3) days, to be specified in said certificates, and the Railroad shall not be liable for the liquidated damages elsewhere in this ordinance provided, for such days as it may use steam locomotives or steam driven en-

gines in case of necessity arising from the temporary failure of such other motive power as herein provided. Any certificate given by the Mayor, in pursuance of this provision, shall be prima facie but not conclusive evidence of the necessity for using steam locomotives or steam driven engines for a longer period than three (3) days. Such certificate, or the fact of its existence or non-existence, shall not be evidence in any action or proceeding except an action or proceeding to recover the liquidated damages provided for in this ordinance.

Provided further, that the right is reserved to the Railroad to use steam engines for the shifting of cars east of Broadway.

Provided further, that nothing herein contained shall be held or construed to authorize the Railroad to construct, operate and maintain overhead power transmission lines in connection with the duty and obligation to electrify hereby imposed, except between Bond Street and Bay View, the construction, operation and maintenance of overhead power transmission lines, except between Bond Street and Bay View, being expressly prohibited.

Sec. 27. And be it further ordained, That in the event the Railroad shall fail, refuse or neglect to comply with any of the duties, obligations, terms, conditions and/or provisions of Sections 8 and 26 of this ordinance within the time specified in said Sections, it shall pay to the City the sum of One Hundred Dollars (\$100.00) per day for each day beyond the time specified in said Sections on which it shall fail, refuse or neglect to comply with any of said duties, obligations, terms, conditions and/or provisions, which said sum of One Hundred Dollars (\$100.00) per day it agrees upon demand to pay to the City as liquidated damages for such

failure, refusal or neglect. The City may recover such liquidated damages by suit or action at law.

Sec. 28. And be it further ordained, That the proposed improvements and alterations to be made by the Railroad, and the streets, avenues and alleys to be closed and widened and the new streets, avenues and alleys to be opened in place of those closed, the route of the new tracks and tunnel and all other work (so far as it is possible to show same) to be done pursuant to the provisions of this ordinance, shall be as set forth on and in accordance with Plat No. 23709, designated "Baltimore, Md., Proposed Pennsylvania Railroad Improvements, Loney's Lane to Wilkens Avenue, including Elimination of Grade Crossings, Additional Tunnels, New Calvert Station and Electrification," which said plat is signed by the respective Chief Engineers of Baltimore City and the Pennsylvania Railroad and is hereby made a part of this ordinance; provided, however, that modifications of said plat which do not change or modify any of the written terms, conditions and/or provisions of this ordinance, may from time to time be made by the Railroad with the consent of the Board of Estimates of Baltimore City; and provided further that no extension of or increase in any of the construction by this ordinance authorized shall be made without a further ordinance of the Mayor and City Council of Baltimore.

Sec. 29. And be it further ordained, That the term "Railroad," as used and employed in this ordinance, shall be held and construed to mean the Union Railroad Company of Baltimore and the Pennsylvania Railroad Company, as well as their respective successors and assigns; and all the terms, conditions, provisions, duties and obligations by this ordinance imposed upon said Union Railroad Company of Baltimore, and upon its succes-

sors and assigns, shall be held and construed to be and are hereby equally imposed upon the said Pennsylvania Railroad Company and upon its successors and assigns.

Sec. 30. And be it further ordained, That this ordinance shall not become effective unless the Union Railroad Company of Baltimore and the Pennsylvania Railroad Company, lessee of the Union Railroad Company of Baltimore, within ninety (90) days from the date of approval hereof, shall have filed with the Mayor of Baltimore instruments of writing, signed by their respective Presidents or Vice-Presidents, and under their respective corporate seals, in form approved by the City Solicitor, agreeing to accept and perform all the duties, obligations, terms, conditions and provisions of this ordinance on their part to be performed and observed."

Approved, June 27, 1929.

William F. Broening,
Mayor.

NO. 748

An ordinance authorizing the Northern Central Railway Company and the Pennsylvania Railroad Company, Lessee of the Northern Central Railway Company, hereinafter called the "Railroad," to build a two (2) track arch under Preston Street; and providing for the closing of Franklin Street, between Guilford Avenue and Calvert Street, and of Davis Street, between Bath Street and Franklin Street, and of the public alley between Bath Street and Franklin Street, and for the widening of Bath Street, between Guilford Avenue and Calvert Street, and prescribing the terms and conditions upon which such closing and widening shall be done; to make certain changes in the location of its tracks in the beds of Buren Street, Madison Street, Centre Street, Guilford Avenue and Monument Street; to construct, operate and maintain trolley wires and power transmission lines and cables; imposing upon the Railroad the duty and obligation of removing its existing Calvert Station at Calvert and Franklin Streets, and of building a new Calvert Passenger Station at Calvert and Bath Streets, as well as new terminal warehouses at or near the intersection of Guilford Avenue and Bath Street; imposing upon the Railroad certain duties and obligations with respect to proposed viaducts in the lines of Madison Street, Monument Street, Centre Street and either Franklin Street or Bath Street, and with respect to a proposed viaduct from at or near the intersection of Mt. Royal Avenue and Lanvale Street to at or near the intersection of North Avenue and Oak Street; imposing upon the Railroad certain duties and obligations with respect to bridges in connection

with future projected public highways intersecting the line of the Railroad; imposing upon the Railroad the duty and obligation to electrify and to discontinue the use of smoke-producing engines and engines not reasonably quiet in operation, and providing for the payment of liquidated damages to the City for the failure, refusal or neglect of the Railroad so to do; imposing upon the Railroad liability for injury or damage caused by the Railroad; providing when the work, alterations and improvements contemplated shall be completed; imposing certain other and additional duties and obligations upon the Railroad with respect to the work, alterations and improvements contemplated; and prescribing the terms and conditions upon which the rights and privileges to be exercised by the Railroad are granted and conferred, and subject to which the work, alterations and improvements contemplated are to be done and performed.

Whereas, the Railroad desires to improve and increase its railroad facilities and to electrify its lines as herein provided, to enable it more conveniently and expeditiously to handle its large and increasing traffic, both freight and passenger, to and from and through the City of Baltimore; and

Whereas, the City desires to co-operate with the Railroad to the fullest extent possible in effectuating said purposes, now, therefore:

Sec. 1. Be it ordained by the Mayor and City Council of Baltimore, herein called "City," That the Railroad be and is hereby authorized (so far as the City can grant such authority) to build a new two-track arch under Preston Street east of its present arch bridge; provided that the existing grade of said street shall not be altered or changed, and provided further that the plans for said arch shall be subject to approval in writing by the Chief

Engineer of Baltimore City, and provided further that the cost of constructing and thereafter maintaining said arch shall be borne by the Railroad.

Sec. 2. And be it further ordained, That the proper officials of the City are hereby directed and required to take the requisite proceedings to close the following portions of the following streets, namely: Franklin Street, between Guilford Avenue and Calvert Street; Davis Street, between Bath Street and Franklin Street; and the public alley between Bath Street and Franklin Street. The entire cost and expense of the closing of said portions of said streets and alley as herein provided, including all damages which may be awarded in such closing proceedings, as well as the cost and expense of changing, altering, replacing or relocating such surface and sub-surface structures belonging to the City and/or any public service corporation, including water pipes, gas pipes, steam pipes, electric and telephone conduits, cables, sewers, drains, car tracks, poles, wires and other appurtenances, as may be necessary to replace similar structures and services rendered thereby in the streets and alley to be closed, shall be borne by the Railroad; said work shall be done under the supervision of and in accordance with plans to be subject to written approval by the Chief Engineer of Baltimore City and/or the owner or owners of such surface and subsurface structures. The City shall convey to the Railroad all of its right, title and interest in and to the portions of the aforesaid streets and alley which are to be closed as herein provided.

The said officials shall also take the necessary proceedings to widen Bath Street to a width of seventy (70) feet between Calvert Street and Guilford Avenue (the additional width to be provided

for on the north side), the entire cost and expense of the widening of said portion of Bath Street as herein provided, including all damages which may be awarded in such widening proceedings, shall be borne by the Railroad. The Railroad shall, without cost to the City, grant and convey to the City for street purposes such of its land lying between Calvert Street and Guilford Avenue as may be necessary to widen Bath Street in the manner herein provided.

In the event that the City at any time hereafter decides to widen Calvert Street from Bath Street to Centre Street, the Railroad shall, without cost to the City, grant and convey to the City for street purposes a strip of land ten (10) feet wide lying along the present east line of Calvert Street and extending from Bath Street to Centre Street, and the Railroad shall build no structures on said ten (10) foot strip which would prevent the use of said ten (10) foot strip for street purposes as aforesaid.

In the event that the City at any time hereafter decides to widen Calvert Street from Centre Street to Madison Street, the City shall have the right to acquire by condemnation any property of the Railroad abutting on the present east side of Calvert Street between Centre Street and Madison Street necessary for providing an additional width of ten (10) feet on the east side of said Calvert Street, and the Railroad, as to said ten (10) foot wide strip, waives all exemption which, as a public utility, it may have with respect to the exercise by the City of its right of Eminent Domain.

Sec. 3. And be it further ordained, That the Railroad is hereby authorized and empowered to change the location of its tracks in the beds of Buren Street, Madison Street, Centre Street, Guil-

ford Avenue and Monument Street, provided that any change of location of said tracks shall be in accordance with plans submitted to and subject to written approval by the Chief Engineer of Baltimore City.

Sec. 4. And be it further ordained, That the Railroad shall remove the existing Calvert Station at the intersection of Calvert and Franklin Streets, and shall build a new Calvert Station for passenger service at the intersection of Calvert Street and Bath Street, as proposed to be widened; and the Railroad shall also build terminal warehouses at or near the intersection of Guilford Avenue and Bath Street, as proposed to be widened, in accordance with plat attached to and made part of this ordinance; the size, height and exterior design of said new Calvert Station and said terminal warehouses shall be subject to approval in writing by the Chief Engineer of Baltimore City.

Sec. 5. And be it further ordained, That the Railroad shall not erect any building or structure or make any improvements or alterations, either in the beds of any streets, avenues or alleys to be closed, as herein provided, or on its own property, which will prevent or interfere with the building and maintenance of viaducts (not to exceed sixty-six (66) feet in width) over the tracks of said Railroad and in the line of Madison Street, Monument Street, Centre Street, and either Franklin Street or Bath Street. The City shall have the right to construct all or any of said viaducts (not to exceed sixty-six (66) feet in width) across the right-of-way and property of the Railroad located in the vicinity of Calvert Street and to construct on said property of the Railroad such piers, abutments and other appurtenances required

for the support of said viaduct or viaducts, without charge to the City.

If, as and when said viaducts (or any of them) are completed, the Railroad shall pay to the City, towards the cost thereof, a sum equal to the cost of that part of said viaduct or viaducts (not to exceed sixty-six (66) feet in width) included between the then existing east curb line of Calvert Street and the east curb line of Guilford Avenue (in the case of the viaduct in the line of Centre Street and of the viaduct in the line of either Franklin Street or Bath Street, as proposed to be widened), and included between the then existing east curb line of Calvert Street and the center line of the Fallsway (in the case of the viaduct in the lines of Madison Street and Monument Street).

It is understood and agreed that the provisions herein with respect to viaducts at Franklin Street and Bath Street are alternative provisions and the duties and obligations imposed upon the Railroad by this ordinance, with respect to said two proposed viaducts, shall terminate as to the proposed viaduct in the line of Bath Street if a viaduct is built in the line of Franklin Street, and shall terminate as to the proposed viaduct in the line of Franklin Street if a viaduct is built in the line of Bath Street. And the City shall, within six months after the approval of this ordinance, give written notice to the Railroad as to whether said viaduct will be built in the line of Bath Street or in the line of Franklin Street or will not be built in the line of either street; and for any delay on the part of the City in giving said notice, the Railroad shall be entitled to be allowed additional time for the completion of its work (beyond the time provided by Section 24 hereof), equivalent to the delay of the City beyond the six months period within which the aforesaid notice is to be given.

Plans for such portions of any of said viaducts as abut on, rest upon or extend over the right-of-way or tracks or other property near Calvert Station of the Railroad shall be submitted and be subject to approval by the Chief Engineer of the Railroad, and said viaducts when completed shall be maintained at the sole cost and expense of the City.

Nothing herein contained shall be held or construed to deprive the City of the right to construct any or all of said viaducts more than sixty-six (66) feet wide, in which event, however, the Railroad shall pay to the City towards the cost of any viaduct constructed more than sixty-six (66) feet wide the same amount that it is obligated to pay under this section were such viaduct constructed only sixty-six (66) feet wide. If in constructing any of said viaducts more than sixty-six (66) feet wide it shall become necessary to take any property of the Railroad, the Railroad will waive any and all exemption which as a public utility it may have with respect to the exercise by the City of its right of Eminent Domain.

Sec. 6. And be it further ordained, That the City (without cost to it) shall have the right to construct a viaduct across the right-of-way and property of the Railroad from at or near the intersection of Mt. Royal Avenue and Lanvale Street to at or near the intersection of North Avenue and Oak Street, and to construct on said property of the Railroad such piers, abutments and other appurtenances required for the support of said viaduct. The cost of constructing and thereafter maintaining said viaduct shall be borne in its entirety by the City. Plans for said viaduct shall be submitted to and are to be subject to the approval of the Chief Engineer of the Railroad.

Nothing herein contained shall be held or construed to limit the right of the City to construct said viaduct between the points herein mentioned, it being the intention of the Railroad hereby to grant the City the right to construct said viaduct across the right-of-way and property of the Railroad between any points in said vicinity or locality, provided the construction thereof shall not interfere with the operation of the Railroad.

Sec. 7. And be it further ordained, That the Railroad is hereby authorized to construct, operate and maintain trolley wires along its tracks from its connections with the Union Railroad Company of Baltimore at or near Guilford Avenue to its connections with the Philadelphia, Baltimore and Washington Railroad Company at or near North Avenue, and southwardly to the proposed new Calvert Station, including its tracks in the Madison Street, the Eager Street, the Bolton and the Mt. Vernon Freight Yards, and the approaches thereto, whether main lines, sidings or switches, over which the Railroad operates its trains, except on Guilford Avenue south of Center Street; provided that said trolley wires be at proper heights with supports on or over its own property.

And the Railroad is further authorized to construct, operate and maintain power transmission lines in cable, either in conduit or with supports on or over its own property, and under bridges carrying highways over the tracks of the Railroad, from its connections with the Philadelphia, Baltimore and Washington Railroad Company at or near North Avenue to its connections with the Union Railroad Company of Baltimore at or near Guilford Avenue.

Sec. 8. And be it further ordained, That the

plans and specifications for any and all work required to be done by the Railroad under this ordinance, in so far as they affect highways, public utility structures and/or other property belonging to the City, shall be filed in duplicate with the Chief Engineer of Baltimore City and shall be subject to the written approval of said Chief Engineer. Any and all work required to be done by the Railroad under this ordinance, in so far as it affects highways, public utility structures and/or other property belonging to the City, shall be subject to inspection by and be performed to the satisfaction of said Chief Engineer.

Sec. 9. And be it further ordained, That the proper officials of the City shall not begin any of the proceedings directed in this ordinance to be instituted for the closing of any public street, avenue or alley until all the property abutting on the part of the particular street, avenue or alley to be closed has been acquired by the Railroad, either by purchase or condemnation, or until there has been filed with the proper officials of the City the written consent of the owners of all property not so acquired by the Railroad and abutting on the part of said street, avenue or alley to be closed, consenting to the closing of the same.

Sec. 10. And be it further ordained, That in connection with any of the improvements or alterations herein contemplated, the Railroad shall do the work in such manner as to minimize, as far as may be reasonably possible, interference with the enjoyment and use of the streets, avenues and alleys of the City, and shall safely maintain traffic and public utility service, including all street railway service, on and/or under the streets, avenues and alleys affected by such work; pro-

vided that, with the written approval of the Chief Engineer of Baltimore City, streets, avenues and alleys may be temporarily closed during the progress of the work, and in the event that the temporary closing of any street, avenue or alley interferes with any public utility service, including street railway service, the Railroad shall, at its sole cost and expense, provide for erecting and laying temporary facilities and tracks necessary for the maintenance of such public utility and street railway service during the time that any street, avenue or alley is temporarily closed as herein provided.

The closing of any streets, avenues or alleys shall be for such time only as may be authorized in writing by said Chief Engineer, and the Railroad shall proceed to restore and open said streets, avenues and alleys forthwith upon written notice from said Chief Engineer. In the event that the Railroad shall fail or neglect to proceed with the restoration and opening of any of the streets, avenues and alleys temporarily closed within ten days after written notice so to do, said Chief Engineer may proceed to restore and open said streets, avenues and alleys, at the sole cost and expense of the Railroad.

During the performance of the work herein contemplated, the Railroad shall, at its sole cost and expense, provide, erect and maintain all necessary barricades and suitable and sufficient red lights, danger signals and watchmen, and take all precautions necessary for the protection and safety of the public both during the day and night.

Sec. 11. And be it further ordained, That whenever in the performance of any of the work herein contemplated, or as a result thereof, it shall be reasonably necessary, in the judgment of the Chief

Engineer of Baltimore City, to change, alter, abandon, relocate, replace or repair any municipal structures, such as sewers, drains, water pipes, steam pipes, conduits, cables, paving and other appurtenances, the same shall be done by the Railroad, pursuant to plans prepared by the City and under the supervision of and in a manner to be approved by the Chief Engineer of Baltimore City, and the Railroad shall pay all cost and expense connected with or incident to the making of such changes, alterations, abandonments, relocations, replacements and repairs, including the cost and expense of engineering supervision.

And whenever in the performance of any of the work herein contemplated, or as a result thereof, it shall be reasonably necessary to change, alter, abandon, relocate, replace or repair any public service or utility structures, such as gas pipes, steam pipes, conduits, cables, tracks, poles, wires and other appurtenances, the same shall be done by the Railroad, pursuant to plans prepared by the owner or owners of such structures and under the supervision of and in a manner to be approved by such owner or owners, and the Railroad shall pay all cost and expense connected with or incident to the making of such changes, alterations, abandonments, relocations, replacements and repairs, including the cost and expense of engineering supervision.

And whenever in the performance of any of the work herein contemplated, or as a result thereof, any service rendered to the public by the City or by any public service corporation is interrupted or threatened with interruption, then the City and/or any public service corporation is hereby authorized, after written notice to the Railroad, to take all steps and do all work necessary to restore such service or to prevent such interruption

of service, and all cost and expense so incurred by the City and/or any public service corporation, including the cost and expense of engineering supervision and other incidental cost and expense, shall be borne by the Railroad.

In the event that the Railroad and the owner or owners of any public utility structures which are to be changed, altered, abandoned, relocated, replaced or repaired pursuant to the authority conferred by this section are unable to agree as to the necessity for changing, altering, abandoning, relocating, replacing or repairing any such public utility structures of said owner or owners, or as to whether the plans prepared by such owner or owners are reasonable and proper, or whether the performance of any work by said Railroad in carrying out the plans prepared by the owner or owners is sufficient and proper, the Chief Engineer of Baltimore City shall arbitrate all such controversies between the Railroad and the owner or owners of any such public utility structures, and his award and decision shall be conclusive and binding upon the parties to the controversy.

Sec. 12. And be it further ordained, That in the event it shall become necessary or desirable to change the grade of any street, avenue or alley in Baltimore City, in connection with the improvements and alterations herein contemplated, the cost and expense occasioned by, connected with or incident to any such change of grade (including all property damage) shall be borne by the Railroad. The foregoing provisions of this Section shall have no application in connection with the viaduct or viaducts referred to in Section 5 of this ordinance, nor in connection with any bridge or viaduct to be constructed pursuant to the provisions of Section 15 of this ordinance.

The question as to whether it is necessary or desirable to change the grade of any street, avenue or alley in connection with the improvements and alterations herein contemplated, as well as the extent of such changes, shall be determined solely by the proper officials of Baltimore City.

Nothing in this Section contained shall be held or construed to confer upon the Railroad the immunity or exemption from property damage enjoyed by the City in connection with changes of grade.

Sec. 13. And be it further ordained, That any track or tracks herein authorized, so far as they may be at grade with any public highway now existing or hereafter established, shall be constructed under the supervision of and to the entire satisfaction of the Chief Engineer of Baltimore City, and that the rails used in said construction and renewals thereof, from time to time, shall be of such character as may be approved by said Chief Engineer. The Railroad shall, from time to time, at its sole cost and expense, repair or renew its rails and make any reasonable change in the location of any of its tracks constructed pursuant to the authority conferred by this ordinance, which may be at grade, within the area bounded by Madison Street, Bath Street, Calvert Street and the Fallsway, whenever in the judgment of the said Chief Engineer the public convenience requires it, and he shall issue a written order therefor, approved by the Board of Estimates of Baltimore City.

Sec. 14. And be it further ordained, That the Railroad, in connection with the completion of the improvements and alterations herein contemplated, shall at its sole cost and expense, do all

such additional and incidental work as in the judgment of the Chief Engineer of Baltimore City may be necessary for the final and complete restoration and replacement of the streets, avenues and alleys, as well as all other surfaces adjacent to, or above, or below the portions of the streets, avenues and alleys, which may have been directly or indirectly disturbed or affected in or during the progress of the work of construction, to as good a condition as existed before the work of construction was begun.

The type of paving to be used upon the streets, avenues and alleys required to be newly graded and paved by and at the sole cost and expense of the Railroad under this ordinance, shall be subject to the approval of the Chief Engineer of Baltimore City, but shall not be more expensive than the type of paving at the time customarily specified for use upon similar streets, avenues and alleys which have been or are being paved at the expense of the City.

Sec. 15. And be it further ordained, That whenever in the future the City shall project any public highway which will intersect and cross the line of the Railroad between North Avenue and the northern boundary of Baltimore City, the City shall have the right to construct said projected highway either over or under the tracks of the Railroad, as may be determined by the Chief Engineer of Baltimore City, the grade of said projected highway to be adjusted so that there will be no unreasonable interference with the then established grade of the Railroad.

In the event the projected highway shall pass under the tracks of the Railroad, the plans and specifications for the bridge required to carry said tracks over said projected highway shall be prepared by the Railroad and be subject to the written approval of the Chief Engineer of Baltimore

City; and in the event the projected highway shall pass over the tracks of the Railroad, the plans and specifications for the bridge required to carry said projected highway over said tracks, together with the approaches to said bridge, shall be prepared by the City and be subject to the written approval of the Chief Engineer of the Railroad.

The contract for the construction of said bridges and approaches shall be advertised and awarded in the manner provided by Sections 14 and 15 of the Baltimore City Charter, or any amendments thereof or additions thereto, and the Railroad agrees that within ten (10) days after the award of said contract, in the manner above provided, it will execute a formal agreement in writing, with the contractor to whom such contract shall have been awarded, for the construction of said bridges and approaches, said agreement to be subject to the approval of the City Solicitor.

Said bridges shall be constructed so as to provide such grade for the public highway as may be approved by the Chief Engineer of Baltimore City, and the cost of said bridges, together with the piers, abutments and/or other supports therefor, shall be borne equally by the City and the Railroad. The cost of the approaches to said bridges and the property damage incident thereto shall be borne wholly by the City. In the event the tracks of the Railroad are carried over the public highway, the bridge carrying said tracks over the highway shall be maintained by the Railroad; and in the event the public highway is carried over the tracks of the Railroad, the bridge and approaches thereto shall be maintained by the City.

The City and/or any public service corporation shall have the same rights and privileges with respect to the bridges, approaches and other construction contemplated and provided for in this section of this ordinance as it or they may have

with respect to bridges, approaches and other construction contemplated and provided for in other sections of this ordinance.

Sec. 16. And be it further ordained, That the right and duty are hereby expressly reserved to the City at all times to exercise in the interest of the public full municipal supervision, regulation and control in respect to all matters connected with the work herein provided for and not inconsistent with the terms hereof. In the event that the Railroad, its successors or assigns, shall refuse, neglect or fail to comply with any of the terms, conditions or provisions of this ordinance, all rights and privileges granted the Railroad by this ordinance shall, at the option of the City, be and become wholly null and void.

Sec. 17. And be it further ordained, That the exercise of all of the rights and privileges conferred by this ordinance, or which may be conferred by any amendment or supplement thereto, or by any future ordinance, shall be and remain at all times in all respects, so far as the safe, free and unobstructed enjoyment of the streets, avenues and alleys of the City are concerned, for all the purposes for which public highways are or may be used, subject to and under the control of the City.

Sec. 18. And be it further ordained, That nothing contained in this ordinance shall be so construed as to allow the Railroad, its successors or assigns, to stand any cars on the track or tracks hereby authorized to be constructed upon any public highway at grade so as to obstruct any grade crossing or interfere with the use of such crossing by the public.

Sec. 19. And be it further ordained, That the Railroad shall be liable and responsible for any injury or damage to private property and/or property of any public service corporation and/or property of the City which may result from or in consequence of the location, presence, construction, maintenance or operation of any of the bridges, tracks, tunnels, structures, trolley wires, transmission lines, transmission cables and other work contemplated by this ordinance, or from the operation of cars, engines and trains therein, thereon, thereover or thereunder; provided that in any action against the Railroad, pursuant to the provisions of this Section, the plaintiff shall not be required to show negligence on the part of the Railroad; and provided further, that nothing in this Section contained shall be construed to deprive the Railroad of the benefit of the defense of contributory negligence; and provided further, that all actions instituted against the Railroad, pursuant to the provisions of this Section, shall be instituted within three (3) years from the date when such injury or damage occurs.

Sec. 20. And be it further ordained, That if in the performance of or due to any of the work hereby authorized ground is lost or settlement takes place, either during construction or at any time thereafter, causing injury or damage to any property, structures or appurtenances of the City and/or of any public service corporation and/or of any private owner, the Railroad shall be liable and responsible to the City and/or to any such public service corporation and/or to any such private owner for all loss, damage and expense (including incidental cost and expense) caused thereby or resulting therefrom.

Sec. 21. And be it further ordained, That any person or corporation for whose benefit any of the provisions of this ordinance are enacted shall be entitled to enforce his, her or its rights in a proper action, either at law or in equity, instituted in his, her or its own name.

Sec. 22. And be it further ordained, That the Railroad, in respect to the alterations and improvements herein contemplated, shall perform all the duties and obligations imposed upon it and enjoy all the rights and privileges granted to it by its original charter and any amendments thereof or thereto; and that this ordinance shall not be construed to relieve the Railroad of any duty or obligation heretofore imposed upon it, or to diminish, impair or nullify any right or privilege heretofore granted to it by any law or ordinance, unless the performance of such duty or obligation or the exercise of such right or privilege would be inconsistent with the provisions of this ordinance.

Sec. 23. And be it further ordained, That the Railroad hereby further agrees to indemnify and save harmless the City, as well as any public service corporation whose structures may be involved:

(a) Against and from all liability, damage, cost and expense to which it may be put by reason of injury or damage to any person or to the property of any person or corporation resulting from the construction and maintenance of the work herein contemplated, or in guarding the same, or from any improper materials used in its construction, or by or on account of any act, neglect or default of the Railroad or its agents or of any contractor or sub-contractor engaged upon said work.

(b) Against and from all liability, damage, cost and expense to which it may be put by reason of

the failure of the Railroad to maintain in proper condition and repair the structures herein provided to be maintained by the Railroad.

(c) Against and from all liability, damage, cost and expense to which it may be put by reason of the operation of said Railroad or any part thereof or by reason of the construction or maintenance of any structure constructed or required to be maintained by the Railroad in pursuance of this ordinance.

(d) Against and from all liability, damage, cost and expense to which it may be put by reason of any act of the Railroad in connection with the construction and maintenance of the work herein provided to be done by the Railroad or any neglect or default on the part of the Railroad to properly perform any duty or obligation imposed upon it by this ordinance.

Sec. 24. And be it further ordained, That the Railroad shall forthwith proceed to carry out the terms, conditions and provisions of this ordinance, and shall complete all the work herein contemplated (except electrification) within five (5) years from the date that this ordinance becomes effective as in Section 30 hereof is provided. In the event of delay in obtaining rights-of-way for the improvements of the Railroad, or delay due to strikes, injunctions, unforeseen engineering difficulties or other causes beyond the control of the Railroad, suitable extensions of time for the completion of such work, if deemed necessary or proper, will be made by the Board of Estimates of Baltimore City.

This Section shall not be held or construed to apply to bridges to carry the tracks of the Railroad over future projected highways or to carry future projected highways over the tracks of the

Railroad, referred to in Section 15 of this ordinance; nor to relieve the Railroad from its obligation of contributing to the cost of constructing the viaducts referred to in Section 5 of the ordinance, should said viaducts or any of them be constructed after the five (5) year period mentioned in this Section of this ordinance.

Sec. 25. And be it further ordained, That should the Railroad fail, refuse or neglect to complete any of the work herein contemplated within the time provided by this ordinance, or fail, refuse or neglect to comply with any of the terms, conditions and/or provisions of this ordinance, or to perform any of the duties or obligations imposed upon it by this ordinance, then the City shall have the right, at its option or discretion, to do any of the work herein contemplated to be done by the Railroad and to perform any of the duties or obligations by this ordinance imposed upon the Railroad which may be necessary to complete the construction, repair or replacement of any structures belonging to the City, such as water pipes, conduits, sewers, streets, highways, paving, etc., as well as the construction of bridges and grade crossing elimination works, and the Railroad shall pay to the City on demand the cost and expense of doing said work and/or performing said duties or obligations.

And should the Railroad fail, refuse or neglect to complete any of the work herein contemplated within the time provided by this ordinance, or fail, refuse or neglect to comply with any of the terms, conditions and/or provisions of this ordinance, or to perform any of the duties or obligations imposed upon it by this ordinance, then any public service corporation shall have the right, at its option or discretion, to do any of the work herein contemplated to be done by the Railroad and to

perform any of the duties or obligations by this ordinance imposed upon the Railroad which may be necessary to complete the construction, repair or replacement of any structures belonging to such public service corporation, such as steam pipes, gas pipes, conduits, cables, wires, paving, car tracks, poles, etc., and the Railroad shall pay to such public service corporation on demand the cost and expense of doing said work and or performing said duties or obligations.

Sec. 26. And be it further ordained, That the electrification of the Railroad from its connections with the Philadelphia, Baltimore and Washington Railroad Company at or near North Avenue to its connections with the Union Railroad Company of Baltimore at or near Guilford Avenue, and also the lines to the proposed new Calvert Station, and the operation of electric motive power thereover shall take place within one (1) year from the time allowed for the completion of the other work provided for in this ordinance, (excepting, however, the work of constructing bridges to carry tracks of the Railroad over future projected highways or to carry future projected highways over the tracks of the Railroad, referred to in Section 15 of this ordinance), and said Railroad shall, within said period and within said limits, and also within the limits of the Madison Street freight yards, the Eager Street freight yards and the Bolton Street freight yards, including the approaches thereto, whether main lines, sidings or switches, discontinue the use and operation of steam locomotives for moving any of its passenger or freight cars or trains and shall use for such purpose only electricity or some motive power which is non-smoke-producing and reasonably quiet in operation. And after the expiration of said period, the Railroad shall not park or store

steam locomotives in the area between Biddle Street and the Pennsylvania Passenger Station either in greater number or for longer periods of time than shall be reasonably necessary in the operation of its Railroad.

Provided, that nothing herein contained shall prohibit the use of steam locomotives or steam driven engines in case of necessity arising from the temporary failure of such other motive power as may be lawfully adopted, such use of steam locomotives or steam driven engines not to continue longer than three (3) days unless the Mayor of Baltimore shall certify to the necessity for the use of steam locomotives or steam driven engines arising from the temporary failure of other motive power for a longer period than three (3) days, to be specified in said certificates, and the Railroad shall not be liable for the liquidated damages elsewhere in this ordinance provided, for such days as it may use steam locomotives or steam driven engines in case of necessity arising from the temporary failure of such other motive power as herein provided. Any certificate given by the Mayor, in pursuance of this provision, shall be prima facie but not conclusive evidence of the necessity for using steam locomotives or steam driven engines for a longer period than three (3) days. Such certificate, or the fact of its existence or non-existence, shall not be evidence in any action or proceeding except an action or proceeding to recover the liquidated damages provided for in this ordinance.

Provided further, that nothing in this section nor in this ordinance contained shall be held or construed to authorize the Railroad to construct, operate or maintain overhead power transmission lines in connection with the duty and obligation to electrify by this section imposed, except as provided in Section 7 of this ordinance.

Provided further, that the right is reserved to the Railroad to use steam engines on the line of the Northern Central Railway from Biddle Street bridge to the northern boundary of Baltimore City.

Sec. 27. And be it further ordained, That in the event the Railroad shall fail, refuse or neglect to comply with any of the duties, obligations, terms, conditions and/or provisions of Section 26 of this ordinance within the time specified in said Section, it shall pay to the City the sum of One Hundred Dollars (\$100.00) per day for each day beyond the time specified in said Section on which it shall fail, refuse or neglect to comply with any of said duties, obligations, terms, conditions and/or provisions, which said sum of One Hundred Dollars (\$100.00) per day it agrees upon demand to pay to the City as liquidated damages for such failure, refusal or neglect. The City may recover such liquidated damages by suit or action at law.

Sec. 28. And be it further ordained, That the proposed improvements and alterations to be made by the Railroad, the streets and alleys to be closed and widened, the new Calvert Passenger Station and terminal warehouses to be constructed and all other work (so far as it is possible to show same) to be done pursuant to the provisions of this ordinance, shall be as set forth on and in accordance with Plat No. 23709, designated "Baltimore, Md., Proposed Pennsylvania Railroad Improvements, Loney's Lane to Wilkens Avenue, including Elimination of Grade Crossings, Additional Tunnels, New Calvert Station and Electrification," which said plat is signed by the respective Chief Engineers of Baltimore City and the Pennsylvania Railroad and is hereby made a part of this ordinance; provided, however, that modifications of said plat

which do not change or modify any of the written terms, conditions and or provisions of this ordinance, may from time to time be made by the Railroad by and with the consent of the Board of Estimates of Baltimore City; and provided further that no extension of or increase in any of the construction by this ordinance authorized shall be made without a further ordinance of the Mayor and City Council of Baltimore.

Sec. 29. And be it further ordained, That the term "Railroad," as used and employed in this ordinance, shall be held and construed to mean the Northern Central Railway Company and the Pennsylvania Railroad Company, as well as their respective successors and assigns; and all the terms, conditions, provisions, duties and obligations by this ordinance imposed upon said Northern Central Railway Company, and upon its successors and assigns, shall be held and construed to be and are hereby equally imposed upon the said Pennsylvania Railroad Company and upon its successors and assigns.

Sec. 30. And be it further ordained, That this ordinance shall not become effective unless the Northern Central Railway Company and the Pennsylvania Railroad Company, lessee of the Northern Central Railway Company, within ninety (90) days from the date of approval hereof, shall have filed with the Mayor of Baltimore instruments of writing, signed by their respective Presidents or Vice-Presidents, under their respective corporate seals, in form approved by the City Solicitor, agreeing to accept and perform all the duties, obligations, terms, conditions and provisions of this ordinance on their part to be performed and observed."

Approved, June 27, 1929.

William F. Broening,
Mayor.

No. 749.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of the Columbia Bldg. Co., at 3601 Harford road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of the Columbia Bldg. Co., at 3601 Harford Road, Provided, that the said garage shall not be more than 20 ft. wide and 24 ft. long and shall be for the storage of private cars only “and that the entrance to said garage shall be from an alley in the rear of 3601 Harford Road, and that a hedge or wall be on line of building.”

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 27, 1929.

WM. F. BROENING, *Mayor*.

No. 750.

An ordinance to authorize the Baltimore and Ohio Railroad Company to construct, maintain and operate a single track in the bed of Warner street, at a point of connection with the track it now maintains in the center of said street, said point of connection being sixty-five feet north of the north line of Worcester street, and extending southerly on Warner street to a point south of Worcester street, with the right to the said Railroad Company to stand cars on the southern portion of said track.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That The Baltimore and Ohio Railroad company be, and it is hereby authorized to construct, maintain and operate a railroad track in the bed of Warner Street, the center line of which is described as follows:

Beginning for the same in the center of the track constructed and maintained by the said railroad company, along the center line of Warner Street between Alluvian and Worcester Streets, said point of beginning being Sixty-five Feet (65') north of the north line of Worcester Street and running thence southerly in the bed of Warner Street by a curve to the right with a radius of 287.94 feet, the distance of 65 feet 6 inches more or less to the north line of Worcester Street; thence continuing southwardly across Worcester Street in the bed of Warner Street 70 feet to a point in the south line of Worcester Street, 15 feet east of the west line of Warner Street, and running thence southerly with a curve to the left, with a radius of 287.94 feet the distance of 90 feet in the bed of Warner Street to a point 8 feet east of the West line of Warner Street and thence southerly parallel to and 8 feet from the west line of Warner Street, the distance of 111 feet.

SECTION 2. *And be it further ordained*, That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," subtitle "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted, the said revaluation and valuation herein before provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its successors or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to

agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained*, That the right and power are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that non-compliance, at any time or times, by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 4. *And be it further ordained*, That the said grantee, its successors and assigns, shall, at its own expense, in laying down, from time to time, its said railroad tracks, on said streets, adjust its said tracks to the grades of said streets, as the same are now or may hereafter be established by law, and shall, at its own expense, keep the said tracks and the space between the rails of said tracks and for two feet on either side thereof in thorough repair, and shall, at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said streets on either side of said tracks, and shall pay to the City of Baltimore, if and so often as said streets shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and

agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the space between the rails of said tracks and for two feet on either side thereof.

SECTION 5. *And be it further ordained*, That the tracks hereby authorized shall be constructed and maintained under the supervision and to the entire satisfaction of the Highways Engineer of Baltimore City, and that the rails to be used in the construction and renewals thereof, from time to time, shall be of such character, size and weight as the said Highways Engineer shall determine. The grantee hereunder, its successors or assigns, shall, from time to time, at its or their own expense, change the location of the tracks hereby authorized, whenever in the judgment of said Highways Engineer the public convenience may require it and he shall issue a written order therefor approved by the Board of Estimates of Baltimore City.

SECTION 6. *And be it further ordained*, That the compensation to be paid by The Baltimore and Ohio Railroad Company for the franchise and rights hereby granted on that portion of said track on which said railroad company shall not be permitted to stand a car or cars shall be the sum of One Dollar (\$1.00) per lineal foot of track per annum, payable in advance, and the compensation to be paid by said railroad company for the franchise and rights on that portion of said track on which said company is permitted to stand a car or cars shall be the sum of Two Dollars (\$2.00) per lineal foot of track per annum, all of said compensation to be payable in advance during the continuance of said franchises and rights; the number of feet of track and the total amount of said annual

compensations to be fixed by the Highways Engineer of Baltimore City after the measurement by him of the actual number of lineal feet of track maintained under the provisions of this ordinance; and said railroad company shall also pay all expenses of advertising this ordinance.

SECTION 7. *And be it further ordained*, That the said grantee, its successors and assigns, shall also pay to the Mayor and City Council of Baltimore, from time to time, within thirty days after written notice from the Highways Engineer of the amount or amounts due, the cost of any or all of the following work, in so far as the same becomes necessary from time to time by reason of, or in anywise resulting from the construction, maintenance, operation, presence, use, location, relocation, repair, alteration and removal of said tracks:

A. The relocating, altering, repairing, replacing, protecting, strengthening or encasing in concrete of any or all sub-surface structures belonging to the Mayor and City Council of Baltimore located in the streets and alleys occupied by said tracks:

B. The relocating, altering, replacing, repairing, protecting or strengthening of any or all paving, curbing and sidewalks and all other surface structures belonging to the Mayor and City Council of Baltimore located in said streets and alleys;

C. Such additional sewer inlet, inlets, and other drainage structures, with the necessary connecting pipe or pipes, as may be required for the purpose of proper drainage of said streets, alleys and tracks;

The judgment of the Highways Engineer of Baltimore City as to the necessity for any or all of the above-mentioned work, from time to time, to be final.

SECTION 8. *And be it further ordained*, That should the said grantee, its successors or assigns, remove any of the tracks hereby authorized, or upon any forfeiture of any or all of the rights and franchises hereby granted, or should the said grantee, its successors or assigns, abandon the use of any or all of said tracks, or upon the termination of the rights herein granted and election of the City of Baltimore not to take said plant and property, then in any of such events, from time to time, all the franchises and rights hereby granted shall cease and determine as to the tracks and franchises so affected, without any compensation to the said grantee, its successors or assigns, and the said grantee, its successors or assigns, shall promptly remove the tracks and appurtenances so affected, at its entire expense, if and when notified by the said Highways Engineer so to do, and any such removal of tracks and appurtenances shall be done in whole or in part, from time to time, at the option of the City, acting through said Highways Engineer. And upon any and all such removals of tracks, the said grantee, its successors and assigns, shall promptly pave or repave, at their entire expense, the street beds, curbs, and sidewalks of all streets and alleys disturbed by such removal of tracks, the said paving or repaving to be done with such materials and in such manner as may be designated by the said Highways Engineer, in each instance.

SECTION 9. *And be it further ordained,* That should the said grantee, its successors, or assigns, fail, neglect or refuse to perform within a reasonable time any of the work herein required to be done by them, from time to time, then and in any and all such instances the said Mayor and City Council of Baltimore is hereby authorized to proceed to do said work and collect all costs and expenses thereof from said grantee, its successors and assigns.

SECTION 10. *And be it further ordained,* That the said The Baltimore and Ohio Railroad Company, its successors and assigns, shall be liable for and shall indemnify and save harmless the Mayor and City Council of Baltimore against any and all suit or suits, loss, claims, damage or expense to which said Mayor and City Council may from time to time be subjected by reason of, or in anywise resulting from the presence, construction, use, operation, maintenance, alteration, repair, location, relocation and removal of said railroad tracks, and especially from any failure or default on the part of the said grantee, its successors and assigns, to perform in a proper and careful manner any of the acts, duties and obligations upon it or them by this ordinance imposed.

SECTION 11. *And be it further ordained,* That The Baltimore and Ohio Railroad Company shall not be permitted to stand a car or cars on the track hereby authorized to be constructed except on the southerly 140 feet of said track, and on this portion of said track The Baltimore and Ohio Railroad Company shall be permitted to stand a car or cars for the purpose of serving the owners or occupants of the property on

the west side of Warner Street immediately opposite the said track.

SECTION 12. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 27, 1929.

WM. F. BROENING, *Mayor*.

No. 751.

An ordinance to condemn, open and grade Evergreen Avenue, 50 feet wide, from the northwest side of Belle Vista Avenue to the southeast side of Carter Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of March, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Evergreen Avenue, with a width of 50 feet from the northwest side of Belle Vista Avenue to the southeast side of Carter Avenue, the land hereby directed to be condemned for said Evergreen Avenue being described as follows:

Beginning for the same at a point on the northwest side of Belle Vista Avenue, 40 feet wide, at the distance of 490.52 feet southwesterly from the point formed by the intersection of the northwest side of said Belle Vista Avenue and the southwest side of White Avenue, the coordinates of said point of beginning, based upon the system established by the City of Baltimore

Topographical Survey Commission, being East 19212.94 feet and North 17588.48 feet; and running thence binding on the northwest side of said Belle Vista Avenue, the two following courses and distances, namely: South $21^{\circ}-21'-20''$ West 25.33 feet and South $34^{\circ}-50'-20''$ West 25.35 feet to intersect a line drawn parallel with and distant 20 feet southwesterly measured at right angles from the southwest side of a 10-foot alley there situate; thence binding on said line so drawn North $68^{\circ}-32'-40''$ West 169.92 feet; thence by a line curving to the right with a 819 foot radius the distance of 302.09 feet, which are is subtended by a chord bearing North $57^{\circ}-58'-40''$ West 300.37 feet; thence North $47^{\circ}-24'-40''$ West 837.75 feet; thence North $52^{\circ}-44'-50''$ West 1024.72 feet to intersect the southeast side of Carter Avenue, 40 feet wide; thence binding on the southeast side of said Carter Avenue North $59^{\circ}-05'-00''$ East 53.86 feet to intersect a line drawn parallel with and distant 50 feet, northeasterly measured at right angles from the sixth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet northeasterly measured at right angles from the fifth, fourth and third lines, respectively of this description, the four following courses and distances, namely: South $52^{\circ}-44'-50''$ East 1007.02 feet, South $47^{\circ}-24'-40''$ East 840.08 feet, by a line curving to the left with a 769 foot radius the distance of 283.64 feet, which are is subtended by a chord bearing South $57^{\circ}-58'-40''$ East 282.03 feet and South $68^{\circ}-32'-40''$ East 175.74 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the

City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-seventh day of March in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Evergreen Avenue, and the proceedings and rights of all parties interested or affected thereby shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 27, 1929.

WM. F. BROENING, *Mayor*.

No. 752.

An ordinance to condemn, open, widen and grade Woodstock Avenue, 50 feet wide, from the southwest side of Chesterfield Avenue to the southwest side of Pelham Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fourth day of April, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Woodstock Avenue with a width of fifty feet from the southwest side of Chesterfield Avenue to the southwest side of Pelham Avenue, the land hereby directed to be condemned for said opening, widening, and grading being described as follows:

Beginning for the same at a point formed by the intersection of the southwest side of Chesterfield Avenue, 40 feet wide, as condemned, opened and widened under Ordinance No. 569, approved January 5, 1925, and the southeast side of a 20 foot alley there situate, said point of beginning being distant 560.55 feet northwesterly from the point formed by the intersection of the southwest side of said Chesterfield Avenue and the northwest side of Cardenas Avenue; and running thence binding on the southeast side of said 20 foot alley southwest-erly 285.53 feet more or less to intersect the southwest side of Pelham Avenue, formerly Glenwood Avenue, 40 feet wide; thence binding on the southwest side of said Pelham Avenue and continuing the same course in all northwesterly 50.01 feet to intersect a line drawn parallel with and distant 50 feet northwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon northeasterly 285.53 feet more or less to intersect the southwest side of said Chesterfield Avenue; and thence binding on the southwest side of said Chesterfield Avenue southeasterly 50.01 feet to the place of beginning.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office

of the Commissioners for Opening Streets on Fourth day of April in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation opening, widening and grading of Woodstock Avenue and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 27, 1929.

WM. F. BROENING, *Mayor*.

No. 753.

An ordinance to condemn and close a portion of Bloomingdale Road varying in width from 0.0 feet to 8.10 feet along the northeast side of Bloomingdale Road southeasterly 15.20 feet, from Brighton Street 75.86 feet southeasterly to a 10-foot alley, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the tenth day of April, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council, of Baltimore*, That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of Bloomingdale Road varying in width from 0.0 feet to 8.10 feet along the northeast side of Bloomingdale Road southeasterly 15.20 feet, from Brighton Street 75.86 feet southeasterly to a 10 foot alley, the land hereby directed to be condemned for said Bloomingdale Road being described as follows:

Beginning for the same at a point on the northeast side of Bloomingdale Road, as condemned and opened under Ordinance No. 834 approved March 12, 1923, at the distance of 15.20 feet southeasterly from the point formed by the intersection of the northeast side of said Bloomingdale Road and the south side of Brighton Street; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 14472.33 feet and North 2763.08 feet; and running thence binding on the northeast side of said Bloomingdale Road South $20^{\circ}-28'-33''$ East 75.86 feet to intersect the north side of a 10 foot alley there situate; thence binding on the north side of said 10 foot alley produced westerly South $87^{\circ}-20'-30''$ West 8.51 feet; thence North $20^{\circ}-04'-40''$ West 48.56 feet; and thence North $03^{\circ}-02'-30''$ West 25.89 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on tenth day of April in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Bloomingdale Road, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 27, 1929.

WM. F. BROENING, *Mayor*.

No. 754.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a theatre or motion picture theatre, in so far as said ordinance applies to the premises Nos. 3300 and 3302 Old York Road, situate at the northwest corner of Old York Road and Thirty-third Street, Baltimore, Maryland.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924, which prohibit the sale of gasoline within three hundred feet of a theatre or motion picture theatre, be and they are hereby waived in so far as said pro-

visions apply to the premises of Lord Baltimore Filling Stations, Inc., known as Nos. 3300 and 3302 Old York Road, situate at the northwest corner of Old York Road and Thirty-third Street, Baltimore, Maryland; provided, however, that any tanks and pumps which may be installed on said premises shall be installed after approval by the Board of Estimates, in accordance with the provisions of Ordinances No. 534 approved December 24, 1925, and 644 approved May 3, 1926.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 27, 1929.

WM. F. BROENING, *Mayor*.

No. 755.

An ordinance to condemn, open, widen and grade Baltimore Street (formerly Hollins Street) and Caton Avenue (formerly Dorsey's Lane), from its present width, varying from about 25 feet to about 40 feet to a width varying from 60 feet to 73.07 feet, from Hilton Street to Dorseys Lane (now Caton Avenue), as condemned and opened under Ordinance No. 811, approved July 26, 1926, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fourth day of April, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Baltimore Street (formerly Hollins Street) and Caton Avenue (formerly Dorsey's Lane), from its present width, varying from about 25 feet to about 40 feet to

a width varying from 60 feet to 73.07 feet, from Hilton Street to Dorsey's Lane (now Caton Avenue), as condemned and opened under Ordinance No. 811, approved July 26, 1926, the land hereby directed to be condemned for said opening, widening and grading being described as follows:

Beginning for the same at a point on the west side of Hilton Street, 75 feet wide, at the distance of 109.53 feet southerly from the point formed by the intersection of the west side of said Hilton Street and the south side of Dorsey's Lane, now Caton Avenue, 60 feet wide, as condemned and opened under Ordinance No. 811, approved July 26, 1926; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16069.38 feet and South 4232.65 feet; and running thence South $87^{\circ}-38'-45''$ West 168.30 feet to intersect the northeast side of said Dorsey's Lane, 60 feet wide, produced southeasterly; thence binding on the northeast side of said Dorsey's Lane, so produced, North $44^{\circ}-59'-57''$ West 147.11 feet to intersect the south side of said Dorsey's Lane; thence binding on the south side of said Dorsey's Lane South $87^{\circ}-21'-45''$ West 81.20 feet to intersect a line drawn parallel with and distant 60 feet southwesterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon South $44^{\circ}-59'-57''$ East 134.84 feet; thence by a line curving to the right with a 105.30 foot radius the distance of 69.89 feet, which arc is subtended by a chord bearing South $25^{\circ}-59'-03''$ East 68.62 feet; thence South $06^{\circ}-58'-10''$ East 5.77 feet to intersect a line drawn parallel with and distant 60 feet southerly measured at right angles from the first

line of this description; thence reversing said line so drawn and binding thereon North $87^{\circ}-38'-45''$ East 229.84 feet to intersect the west side of said Hilton Street; and thence binding on the west side of said Hilton Street North $02^{\circ}-21'-15''$ West 60 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on fourth day of April in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening, and grading of said Baltimore Street (formerly Hollins Street) and Caton Avenue (formerly Dorsey's Lane) and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 6, 1929.

WM. F. BROENING, *Mayor*.

No. 756.

An ordinance to authorize and direct the Highways Engineer to grade, curb and pave with improved pavement Kenwood Avenue from Ashland Avenue to Preston Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Highways Engineer be and is hereby authorized and directed to grade, curb and pave with improved pavement, Kenwood Avenue from Ashland Avenue to Preston Street.

SECTION 2. *And be it further ordained,* That the said Highways Engineer, by and with the approval of the Board of Awards, is hereby authorized to select the kind of material to be used in paving said Avenue, and to do any and all acts that may be necessary or proper to be done in connection with the work of grading, curbing and paving of said Avenue.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 6, 1929.

WM. F. BROENING, *Mayor.*

No. 757.

An ordinance to repeal and re-ordain, with amendments, Section 5 of Ordinance No. 688, approved April 22, 1929, entitled "An ordinance granting permission to the State of Maryland to construct a subway or tunnel under the bed of and across Lombard Street to connect the University Hospital Building, situated at the southwest corner of Lombard and Greene Streets, with the Dental Clinic Building to be constructed on the northwest corner of Lombard and Greene Streets," fixing the compensation to be paid for the subway or tunnel privilege.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Section 5 of

Ordinance No. 688, approved April 22, 1929, entitled "An ordinance granting permission to the State of Maryland to construct a subway or tunnel under the bed of and across Lombard Street to connect the University Hospital Building, situated at the southwest corner of Lombard and Greene Streets, with the Dental Clinic Building to be constructed on the northwest corner of Lombard and Greene Streets," be and it is hereby repealed and reordained, with amendments, to read as follows:

5. The said grantee, its successors and assigns, shall pay to the City of Baltimore, as compensation for the subway or tunnel privilege hereby granted, the sum of Five Dollars (\$5.00) per annum, during the continuance of said franchise.

SECTION 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved July 6, 1929.

WM. F. BROENING, *Mayor*.

No. 758.

An ordinance granting permission to George N. Homand to convert the one-story brick building located on the rear portion of the premises, known as number 3145 Abell Avenue, into a three-car garage by erecting two brick walls therein.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That permission be and the same is hereby granted to George N.*

Homand to convert the one-story brick building located on the rear portion of the premises, known as number 3145 Abell Avenue, into a three-car garage by erecting two brick walls therein, said walls to extend from the front to the rear of said building and from the floor to the roof of said building said walls to be erected under the supervision of the Buildings Engineer of Baltimore City and in accordance with the Building Laws of said City, provided a blank wall is erected between garage and store in west wall and partition walls extend above roof.

SECTION 2. And be it further ordained, That this ordinance shall take effect from the date of its passage.

Approved July 6, 1929.

WM. F. BROENING, *Mayor*.

No. 759.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the erection of five individual garages on the premises of Highland Lodge No. 5, I. O. O. F., 320 S. Highland Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924, (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the erection of five individual garages

on the premises of Highland Lodge No. 5, I. O. O. F., 320 S. Highland Avenue.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 6, 1929.

WM. F. BROENING, *Mayor*.

No. 760.

An ordinance granting permission to James R. Rowles to erect a metal garage in the rear of his premises 719 McKewin Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to James R. Rowles to erect a metal garage, 10 feet wide and 16 ft long, in the rear of his premises 719 McKewin Avenue; the said garage to be within 4 feet of a frame kitchen and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City; provided that the frame kitchen be fireproofed on the side nearest the garage and that there are no doors or windows in the rear or sides of said garage.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 6, 1929.

WM. F. BROENING, *Mayor*.

No. 761.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a school, in so far as said ordinance applies to the erection of five individual garages on the premises of S. R. Shipley known as 1624-26 Chalk Alley.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the erection of five individual garages on the premises of S. R. Shipley known as 1624-26 Chalk Alley.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 6, 1929.

WM. F. BROENING, *Mayor*.

No. 762.

An ordinance granting permission to Naddeo Brothers to erect a one-story addition in the rear of their premises 3219 Eastern Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Naddeo Brothers to erect a one-story addition in the rear of their premises 3219 Eastern Avenue; the said addition to be of concrete block con-

struction, to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the building laws of said City, and, together with the existing building on the premises, to occupy approximately 74% of the area of the lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 6, 1929.

WM. F. BROENING, *Mayor*.

No. 763.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of the Gwynn-Den Realty Corporation, at the northwest corner of Presstman Street and Fremont Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of the Gwynn-Den Realty Corporation, at the northwest corner of Presstman Street and Fremont Avenue.

SECTION 2. *And be it further ordained*, that this ordinance shall take effect from the date of its passage.

Approved July 6, 1929.

WM. F. BROENING, *Mayor*.

No. 764.

An ordinance granting permission to Frank Schmitt to erect a private garage in the rear of his premises 1614 Hollins Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Frank Schmitt to erect a private garage 18 ft. wide and 20 ft. long in the rear of his premises 1614 Hollins Street; the said garage to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and together with the present building on the said premises, to occupy approximately 90% of the area of the lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 6, 1929.

WM. F. BROENING, *Mayor*.

No. 765.

An ordinance to repeal and reordain with amendments Sections 7, 15 and 16 of Ordinance No. 900, approved December 8, 1926, entitled "An ordinance to renew the franchises granted under Ordinance No. 18, approved December 12, 1901, and granting permission to the Terminal Freezing and Heating Company, a body corporate, its successors and assigns, to construct, lay, operate and maintain subways and pipe lines upon, under and along certain streets in the City of Baltimore."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Sections 7, 15

and 16 of Ordinance No. 900, approved December 8, 1926, be and the same are hereby repealed and reordained with amendments so as to read as follows:

Section 7. And be it further ordained, That said subways and pipe lines shall be laid at least two (2) feet below the surface of said streets, lanes or alleys, and shall be so laid as not to obstruct or interfere unnecessarily with public travel, or to do damage to public or private property whilst the work of excavation and laying and constructing said subways and pipe lines shall be going on; provided, however, that the sizes and dimensions of the conduits in which the said refrigerating and heating pipes are laid and enclosed shall be subject to the approval from time to time of the Highways Engineer of Baltimore City as to each street, lane or alley, or section thereof, in which said conduits are to be laid or renewed from time to time; and provided further that the transverse cross section of the conduits in which the said refrigerating and heating pipes are laid and enclosed shall in no case be of greater horizontal or vertical dimensions than four feet.

Section 15. And be it further ordained, That it is hereby agreed by said "company" for itself, its successors and assigns, to pay annually to the Mayor and City Council of Baltimore as compensation for the use and occupation by them of the streets, lanes and alleys of the City under the terms of this ordinance, in lieu of an easement tax, the sum of Five Cents (5¢) per lineal foot of conduit (exclusive of house connections), for all subways and pipe lines when the transverse horizontal dimension of the conduits in which the refrigerating and heating

pipes are laid and enclosed does not exceed twenty-four inches, and the sum of Ten Cents (10¢) per lineal foot of conduit when such transverse cross section of the conduits is in excess of twenty-four inches.

Section 16. And be it further ordained, That in consideration of the grant of the franchise conferred by this ordinance (No. 900, approved December 8, 1926), the said Terminal Freezing and Heating Company, its successors and assigns, shall pay the City Comptroller, for the benefit of the Mayor and City Council of Baltimore, the sum of Five Thousand Dollars (\$5,000), said sum to be paid immediately upon the approval by the Mayor of said ordinance, and this franchise for the right to use said streets, lanes or alleys as provided in this ordinance shall be and is hereby granted for the full term of twenty-five years from the approval thereof; provided that any privilege granted by the Board of Estimates as provided in this ordinance to construct, lay, operate and maintain subways and pipe lines and appurtenances thereto under the surface of any street, lane or alley of the City of Baltimore, shall be executed and enjoyed by the Company within six (6) months after the grant thereof.

SECTION 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved July 11, 1929.

WM. F. BROENING, *Mayor.*

No. 766.

An ordinance making Brendan Avenue, from Cardenas Avenue East to Belair Road, a one-way street for vehicular traffic.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Brendan Avenue, from Cardenas Avenue East to Belair Road, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in an easterly direction only. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars for each and every offense.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 11, 1929.

WM. F. BROENING, *Mayor*.

No. 767.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a school, in so far as said ordinance applies to the erection of twelve individual garages on the premises of Solomon C. Katsoff, 1217-27 High Alley.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a school, be and they

are hereby waived in so far as said provisions apply to the erection of twelve individual garages on the premises of Solomon C. Katzoff, 1217-27 High Alley.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 12, 1929.

WM. F. BROENING, *Mayor*.

No. 768.

An ordinance granting permission to Max Jacobson to erect a private garage in the rear of his premises 146 N. Collington Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Max Jacobson to erect a private garage 17 ft. long and 16 ft. wide in the rear of his premises 146 N. Collington Avenue; the said garage to be of brick construction, to be within 3 ft. of the building on the same premises and, together with the existing building on the premises, to occupy approximately 95% of the area of the lot; and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 769.

An ordinance granting permission to A. D. Clemens' Sons or owner to erect buildings in groups on the property fronting on the north and south sides of Northern Parkway, east of Clear Spring Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to A. D. Clemens' Sons or owner to erect a group of houses of not more than eight on Lot No. 1 as shown by plat hereto attached and groups of not more than six houses to each group on Lots Nos. 2 and 3 as shown by plat hereto attached, said groups to be not less than thirty feet apart, on the property described as follows:

Beginning for the first thereof at the corner formed by the intersection of the south side of Northern Parkway and the east side of Clear Spring Road, and running thence southerly on the east side of Clear Spring Road eighty-seven feet six inches (87' 6"); thence easterly parallel with Northern Parkway two hundred feet (200') to the west side of Reverdy Road; thence northwesterly binding on said road ninety feet (90') to the south side of Northern Parkway; and thence westerly binding thereon one hundred eighty feet (180') to the place of beginning.

Beginning for the second thereof at the corner formed by the intersection of the south side of Northern Parkway and the east side of Reverdy Road; thence southeasterly binding on Reverdy Road one hundred thirty-five feet (135'); thence easterly parallel with Northern Parkway two hundred fifty feet (250') to the northwest side of Marjorie Lane; thence northeasterly binding thereon two hundred feet (200') to the south side of Northern Parkway; and thence westerly binding thereon four hundred thirty-five (435') to the place of beginning.

Beginning for the third thereof on the north side of Northern Parkway at a point distant three hundred sixty-two feet (362') easterly from Ready Avenue and running thence northerly at right angles to Northern Parkway one hundred fifty feet (150'); thence easterly parallel with Northern Parkway six hundred fifty feet (650'); thence southerly at right angles to Northern Parkway one hundred fifty feet (150') to the north side of Northern Parkway; and thence westerly binding thereon six hundred fifty feet (650') to the place of beginning.

Being lots Nos. 1, 2 and 3 as shown on the plat hereto attached and made a part hereof; the said buildings to be of brick, stone and/or stucco construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved July 18, 1929.

WM. F. BROENING, *Mayor.*

No. 770.

An ordinance to repeal Ordinance No. 253, approved Jan. 27, 1928, entitled "An ordinance to condemn, open and grade a 10-foot alley, 110 feet north of Edmondson Avenue, from the east side of Dennison Street easterly 234 feet, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the third day of October, 1927, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That Ordinance No.*

253, approved Jan. 27, 1928, entitled "An ordinance to condemn, open and grade a 10-foot alley, 110 feet north of Edmondson Avenue, from the east side of Dennison Street easterly 234 feet, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the third day of October, 1927, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 771.

An ordinance to amend Sheet No. 2 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance by changing from the E Area District to the D Area District the land lying west of Old Trappe Road and north of Holabird Avenue, as outlined in red on the plat accompanying this ordinance and made a part of this ordinance.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Sheet No. 2 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance be and it is hereby amended by changing from the E Area District to the D Area District the land lying west of the Old Trappe Road and north of Holabird Avenue as outlined in red on the plat accompanying this ordinance and made a part of this ordinance.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 772.

An ordinance granting permission to Solomon Cohen to erect a one-story building in the rear of his premises 1500 N. Appleton Street, for use as a private garage and store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Solomon Cohen to erect a one-story brick building in the rear of his premises 1500 N. Appleton Street, for use as a private garage and store; the said building to be 20 feet wide and 32 feet 6 inches long, the said building to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that the store in the basement of the existing building shall be discontinued and transferred to the new building to be erected on the same premises.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 773.

An ordinance granting permission to A. Celozzi to erect a metal garage in the rear of his premises 519 N. Robinson Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to A. Celozzi to erect a metal garage 8 ft. wide and 16 ft. long in the rear of his premises 519 N. Robinson street; the said garage to be within 4½ ft. of a frame overhang, provided said overhang is fire-proofed, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there are no openings in the sides or rear of said garage.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 774.

An ordinance granting permission to Mr. Dempster to erect a metal garage in the rear of his premises 2533 Eastern Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Mr. Dempster to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2533 Eastern Avenue; the said garage to be within 5 ft. of a

frame kitchen, provided said kitchen is fire-proofed, and to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City. Provided, however, that there are no openings in the sides or rear of said garage.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 775.

An ordinance granting permission to Harry Gates to erect a metal garage in the rear of his premises 736 S. Linwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Harry Gates to erect a metal garage 8 ft. wide and 14 ft. long in the rear of his premises 736 S. Linwood Avenue; the said garage to be within 5 ft. of a frame overhang, provided said overhang is fire-proofed, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there are no openings in the sides or rear of said garage.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 776.

An ordinance granting permission to A. Russell and W. R. Boykin to establish, conduct and operate a general hospital at the premises 1510-12-14 N. Gilmor Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the right, privilege and authority be and they are hereby granted to A. Russell and W. R. Boykin to establish, conduct and operate a general hospital at the premises 1510-12-14 N. Gilmor Street.

SECTION 2. *And be it further ordained*, That the said hospital shall be conducted and operated in accordance with the ordinances of the Mayor and City Council of Baltimore and the laws of Maryland.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 777.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a motion picture theatre, in so far as said ordinance applies to the premises of Henry J. Hahn, located at the northeast corner of Frederick Avenue and Augusta Avenue, known as No. 249 Augusta Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of the year 1924, which

prohibits the sale of gasoline within 300 feet of a motion picture theatre, be and they are hereby waived, in so far as said provisions apply to the premises of Henry J. Hahn, located at the northeast corner of Frederick Avenue and Augusta Avenue and known as No. 249 Augusta Avenue.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved July 18, 1929.

WM. F. BROENING, *Mayor.*

No. 778.

An ordinance granting permission to Edw. Plattu to erect a one-story brick addition, to be enclosed with glass, in the rear of his premises 1619 Wilkens Avenue, for use as a sun parlor.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Edw. Plattu to erect a one-story brick addition 12 ft. wide and 13 ft. long in the rear of his premises 1619 Wilkens Avenue; the said addition to be enclosed with glass, for use as a sun parlor, to be within 6 ft. 9 in. of a metal garage and, together with the existing buildings on the same premises, to occupy approximately 92% of the area of the lot; the said addition to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved July 18, 1929.

WM. F. BROENING, *Mayor.*

No. 779.

An ordinance to condemn and close a portion of Dorsey's Lane, now Caton Avenue, 60 feet wide, as condemned and opened under Ordinance No. 811, approved July 26, 1926, from Hilton Street westerly 295.45 feet, more or less, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fourth day of April, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of Dorsey's Lane, now Caton Avenue, 60 feet wide, as condemned and opened under Ordinance No. 811, approved July 26, 1926, from Hilton Street westerly 295.45 feet, more or less, the land hereby directed to be condemned for said closing being described as follows:*

Beginning for the same at a point formed by the intersection of the west side of Hilton Street, 75 feet wide, and the north side of Dorsey's Lane, now Caton Avenue, 60 feet wide, as condemned and opened under Ordinance No. 811, approved July 26, 1926; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16076.35 feet and South 4063.26 feet; and running thence

binding on the north side of said Dorsey's Lane South $87^{\circ}-21'-45''$ West 322.96 feet to intersect the northeast side of said Dorsey's Lane; thence binding on the northeast side of said Dorsey's Lane, produced southeasterly, South $44^{\circ}-59'-57''$ East 81.20 feet to intersect a line drawn parallel with and distant 60 feet southerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North $87^{\circ}-21'-45''$ East 267.95 feet to intersect the west side of said Hilton Street; and thence binding on the west side of said Hilton Street North $02^{\circ}-21'-15''$ West 60 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission. The said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on fourth day of April in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, that when said lane shall be closed under the provisions of this ordinance, all water pipes, sewers, storm water or sanitary drains, conduits and all subsurface structures now owned by the Mayor and City Council of Baltimore, shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and, in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and per-

mits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, that no structure or structures of any kind shall be constructed or erected in the bed of said lane after the same shall have been closed until the subsurface structures shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of a portion of Dorsey's Lane, now Caton Avenue and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 780.

An ordinance to condemn and close Greenberry Road, 40 feet wide, from the southwest side of Cross Country Boulevard to the southeast side of Greenberry Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fourth day of April, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Greenberry Road with a width of forty feet from the southwest side of Cross Country Boulevard to the southeast side of Greenberry Road, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the southwest side of Cross Country Boulevard, 50 feet wide, and the northwest side of Greenberry Road, 40 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 10344.52 feet and North 23404.48 feet; and running thence binding on the northwest side of said Greenberry Road the three following courses and distances, namely: by a line curving to the left with a 519.89 foot radius the distance of 220.04 feet, which arc is subtended by a chord bearing South $51^{\circ}-05'-08''$ West 218.39 feet South $38^{\circ}-57'-40''$ West 96.81 feet, and by a line curving to the right with a 185 foot radius the distance of 45.47 feet, which arc is subtended by a chord bearing South $46^{\circ}-00'-07''$ West 45.35 feet to intersect the southeast side of Greenberry Road, 40 feet wide, as condemned and opened under Ordinance No. 632, approved April 19, 1926; thence binding on the south-

east side of said last mentioned Greenberry Road by a line curving to the right with a 224 foot radius the distance of 170.06 feet, which are is subtended by a chord bearing South 59° - $12'$ - $11''$ West 166.01 feet to intersect the south side of said first mentioned Greenberry Road; thence binding on the south side of said first mentioned Greenberry Road North 80° - $57'$ - $09''$ East 67.59 feet to intersect a line drawn parallel with and distant 40 feet southeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 40 feet southeasterly measured at right angles from the second and first lines, respectively, of this description, the three following courses and distances namely: by a line curving to the left with a 225 foot radius the distance of 164.90 feet, which are is subtended by a chord bearing North 59° - $57'$ - $25''$ East 161.24 feet, North 38° - $57'$ - $40''$ East 96.81 feet, and by a line curving to the right with a 479.89 foot radius the distance of 208.48 feet, which are is subtended by a chord bearing North 51° - $24'$ - $24''$ East 206.84 feet to intersect the southwest side of said Cross Country Boulevard; and thence binding on the southwest side of said Cross Country Boulevard by a line curving to the left with a 294.44 foot radius the distance of 40.42 feet, which are is subtended by a chord bearing North 34° - $26'$ - $38''$ West 40.39 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Road as directed to be condemned being delineated and particularly shown on a

plat which was filed in the Office of the Commissioners for Opening Streets on fourth day of April in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said road shall be closed under the provisions of this ordinance, all water pipes, sewers, storm water or sanitary drains, conduits and all subsurface structures now owned by the Mayor and City Council of Baltimore, shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation shall first obtain permission and permits therefor, from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in the bed of said road after the same shall have been closed until the subsurface structures shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Greenberry Road and

the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 781.

An ordinance to condemn, open and grade Rayner Avenue varying in width from 59.80 feet to 66.0 feet from the east side of Braddish Avenue to the west side of Whitmore Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the first day of May, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Rayner Avenue with a width of 59.80 feet to 66.0 feet from the east side of Braddish Avenue to the west side of Whitmore Avenue, the land hereby directed to be condemned for said Rayner Avenue being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Braddish Avenue 66.0 feet wide, as now in process of condemnation under Ordinance No. 565 approved December 10, 1928, and the south side of Rayner Avenue 66.0 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 12368.38 feet and South 428.07 feet; and running thence binding on the east side of said Braddish Avenue North $02^{\circ}-20'$ West 66 feet to intersect the north side of said Rayner Avenue; thence binding on the north side of said Rayner Avenue and continuing the same course in all North $87^{\circ}-21'-45''$ East 250.60 feet more or less to intersect the easternmost outline of the property now or formerly owned by Johanna Schwind, said outline being the west side of a 15 foot alley there situate; thence binding on said outline and the west side of said alley South $02^{\circ}-22'$ East 3.20 feet; thence North $87^{\circ}-21'-45''$ East 117.0 feet more or less to intersect the west side of Whitmore Avenue 66.0 feet wide; thence binding on the west side of said Whitmore Avenue South $02^{\circ}-22'$ East 59.80 feet to intersect a line drawn parallel with and distant 59.80 feet southerly measured at right angles from the fourth line of this description; thence reversing said line so drawn and binding thereon South $87^{\circ}-21'-45''$ West 117.0 feet more or less to intersect the division line between the property now or formerly owned by the Edmondson Realty Company and the property now or formerly owned by Johanna Schwind; thence binding on said division line South $02^{\circ}-22'$ East 3.0 feet to intersect a line drawn parallel with and distant 66.0 feet southerly meas-

ured at right angles from the second line of this description; and thence reversing said line so drawn and binding thereon South $87^{\circ}-21'-45''$ West 250.64 feet more or less to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission. The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on first day of May in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Rayner Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 782.

An ordinance to condemn and open and grade Otis Avenue (50 feet wide) from the northeast side of Letitia Avenue to the southwest side of De Sota Road in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-third day of May, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open Otis Avenue with a width of 50 feet from the northeast side of Letitia Avenue to the southwest side of De Sota Road, the land hereby directed to be condemned for said Otis Avenue being described as follows:

Beginning for the same at a point on the northeast side of Letitia Avenue, formerly 11th Street, 50 feet wide, at the distance of 300.0 feet northwesterly from the point formed by the intersection of the northeast side of said Letitia Avenue and the northwest side of Herkimer Street, 50.0 feet wide; the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being West 12229.45 feet and south 11646.30 feet; and running thence binding on the northeast side of said Letitia Avenue North $45^{\circ}-16'-30''$ West 50.0 feet, thence parallel with said Herkimer Street North $44^{\circ}-34'-30''$ East 550.0 feet to intersect the southwest side of De Soto Road, formerly Union Avenue, 50.0 feet wide; thence binding on the southwest side of said De Soto Road south $45^{\circ}-16'-30''$ east 50 feet to intersect a line drawn parallel with and distant 50.0 feet southeasterly measured at right angles from the second line of this description; and thence reversing said

line so drawn and binding thereon South 44 - 34'-30" West 550.0 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on Twenty-third day of May in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Otis Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 783.

An ordinance to condemn, open, widen and grade Winston Avenue from its present width of 50 feet to a width varying from 50 feet to 68.56 feet, from Ready Avenue easterly 510.78 feet, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 17th day of April, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Winston Avenue from its present width of 50 feet to a width varying from 50 feet to 68.56 feet from Ready Avenue easterly 510.78 feet, the land hereby directed to be condemned for said Winston Avenue being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Ready Avenue, 40 feet wide, and the south side of Winston Avenue, 50 feet wide, as condemned and opened under Ordinance No. 46 approved November 23, 1924; the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being East 1957.91 feet and North 19135.28 feet; and running thence binding on the south side of said Winston Avenue the three following courses and distances; namely, North 86° -58' East 90.92 feet by a line curving to the right with a 270.22 foot radius the distance of 50.48 feet, which arc is subtended by a chord bearing South 87° -40'-52" East 50.41 feet, and South 82° -19'-45" East 369.38 feet; thence North 85° -24'-40" West 329.18 feet and thence North 83° -34'-00" West 180.24 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on 17th day of April in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said Winston Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 784.

An ordinance to condemn and close a portion of Clark's Lane from the northern outline of the Maryland Country Club Golf Course to the northern boundary of Baltimore City established in 1918, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixth day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of Clark's Lane with a width of 50 feet from the northern outline of the Maryland Country Club Golf Course to the northern boundary of Baltimore City established in 1918, the land hereby directed to be condemned for said closing of a portion of Clark's Lane being described as follows:

Beginning for the same at a point formed by the intersection of the northern line of the Golf Course of the Maryland Country Club, and the west side of Clark's Lane, said point of beginning being South $43^{\circ}-07'-30''$ East 300 feet from a property stone marking the end of the 10th line of the first parcel described in a deed from Fielder C. Slingluff et al., Trustees to Charles G. Carmine and wife, dated November 28, 1896 and recorded among the Land Records of Baltimore County in Liber No. 219, folio No. 472, etc., the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being West 22220.66 feet and North 26302.78 feet; and running thence binding on said west side of Clark's Lane the two following courses and distances; namely, North $13^{\circ}-23'-00''$ East 158.12 feet, and by a line curving to the right with a 2425 foot radius the distance of 723.74

feet to intersect the northern boundary of Baltimore City established in 1918, distant 18.56 feet west from Boundary Stone No. 9384; thence binding on said northern boundary due East and passing over said boundary the distance of 58.22 feet to intersect a line drawn parallel with and distant 50 feet easterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 50 feet easterly measured at right angles from the first lines of this description the two following courses and distances; namely, southerly by a line curving to the left with a 2375 foot radius the distance of 738.27 feet and South $13^{\circ}-23'-00''$ West 191.20 feet to intersect the said northern line of said Golf Course produced southeasterly; thence reversing said line so produced and binding thereon and on said northern line of said Golf Course North $43^{\circ}-07'-30''$ West 59.95 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixth day of June in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said portion of Clark's Lane and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all

such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 18, 1929.

WM. F. BROENING, *Mayor*.

No. 785.

An ordinance to waive the provisions of Section 448A of the Public Local Laws of Maryland, as enacted by Chapter 568 of the Acts of the General Assembly of 1910 (codified among the Miscellaneous Local Laws, included with the Charter, in the 1927 Edition of the Charter and Public Local Laws of Baltimore City, as Section 448A), which prohibits the erection of a garage within six hundred feet (600') of a hospital, in so far as said section applies to the premises of the Guilford Realty Company, No. 220 Guilford Avenue, and to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 4, Par. 15 of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within three hundred feet (300') of a church, in so far as said ordinance applies to the above premises.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Section 448A of the Public Local Laws of Maryland, as enacted by Chapter 568 of the Acts of the General Assembly of 1910 (codified among the Miscellaneous Local Laws included

with the Charter, in the 1927 Edition of the Charter and Public Local Laws of Baltimore City, as Section 448A), which prohibits the erection of a garage within six hundred feet (600') of a hospital, be and they are hereby waived in so far as the said provisions apply to the premises of the Guilford Realty Company, No. 220 Guilford Avenue.

SECTION 2. *And be it further ordained*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 4, Par. 15 of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within three hundred feet (300') of a church, be and they are hereby waived in so far as said provisions apply to the above premises.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 19, 1929.

WM. F. BROENING, *Mayor*.

No. 786.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Jacobs & Klavansky, Partners, 2115-2117 E. Baltimore Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41,

Par. 15 of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Jacobs and Klavansky, Partners, 2115-17 E. Baltimore Street.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 26, 1929.

WM. F. BROENING, *Mayor*.

No. 787.

An ordinance to condemn and close Gwynns Falls Parkway, in two parts from its present width of 120 feet to a width of 80 feet, from the westernmost side of Chelsea Terrace to the northernmost side of Windsor Mill Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fourth day of February, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Gwynns Falls Parkway, in two parts, from its present width of 120 feet to a width of 80 feet, from the westernmost side of Chelsea Terrace to the northernmost side of Windsor Mill Road the land hereby directed to be condemned for said closing being described as follows:

Beginning for the first thereof on the northernmost side of Gwynns Falls Parkway, as condemned and opened one hundred and twenty

feet wide, under Ordinance No. 170, approved July 14, 1916, where the same is intersected by the westernmost side of Chelsea Terrace, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being eighteen thousand five hundred and forty-six and ninety-one one-hundredths feet west and six thousand and sixty-three, and twenty-three one-hundredths feet north, and running thence, binding on the northernmost and northwesternmost sides of said Gwynns Falls Parkway, the four following courses and distances; south eighty-seven degrees twenty minutes and forty seconds, west one hundred and twenty-four and forty-three one-hundredths feet; southwesterly by a line curving toward the south with a radius of two hundred and sixty-two feet, the distance of seventy-eight and nine one-hundredths feet, the chord of said arc bearing south seventy-eight degrees, forty-eight minutes and nineteen seconds west seventy-seven and eighty one-hundredths feet; southwesterly by a line curving toward the south with a radius of four hundred and fifty feet, the distance of three hundred and seventeen and thirty-seven one-hundredths feet, the chord of said arc bearing south fifty degrees, four minutes and fourteen seconds west three hundred and ten and seventy-one one-hundredths feet, and south twenty-nine degrees, fifty-two minutes and twenty-seven seconds west one hundred and fifty-seven one hundredths feet to Windsor Mill Road; thence binding on the northernmost side of Windsor Mill Road south eighty-seven degrees, sixteen minutes and twenty-five seconds east twenty-two and forty-eight one-hundredths feet, thence parallel with and distant twenty feet southeasterly at right angles from the afore-

said northwesternmost and northernmost sides of said Gwynns Falls Parkway, the four following courses and distances; north twenty-nine degrees fifty-two minutes and twenty-seven seconds east ninety and thirty-two one-hundredths feet; northeasterly by a line curving toward the east, with a radius of four hundred and thirty feet, the distance of three hundred and three and twenty-six one hundredths feet, the chord of said arc bearing north fifty degrees four minutes and fourteen seconds east two-hundred and ninety-six and ninety one-hundredths feet; northeasterly by a line curving toward the east with a radius of two hundred and forty-two feet, the distance of seventy-two and thirteen one hundredths feet, the chord of said arc bearing north seventy-eight degrees forty-eight minutes and nineteen seconds east seventy-one and eighty-six one-hundredths feet, and north eighty-seven degrees twenty-minutes and forty seconds east one hundred and twenty-six and forty-nine one-hundredths feet to Chelsea Terrace; and thence binding on the westernmost side of Chelsea Terrace north eight degrees, thirty-one minutes and thirty seconds west twenty and eleven one-hundredths feet to the place of beginning.

Beginning for the second thereof on the southernmost side of Gwynns Falls Parkway, as condemned and opened one hundred and twenty feet wide, under Ordinance No. 170, approved July 14, 1916, where the same is intersected by the westernmost side of Chelsea Terrace, the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being eighteen thousand five hundred and twenty-nine and eleven one-hundredths feet west and five thousand nine hundred and forty three, and ninety-

three one-hundredths feet north, and running thence binding on the southernmost and southeasternmost sides of said Gwynns Falls Parkway, the four following courses and distances; south eighty-seven degrees, twenty minutes and forty seconds west one hundred and thirty-six and seventy-seven one-hundredths feet southwesterly by a line curving toward the south with a radius of one hundred and forty-two feet, the distance of forty-two and thirty-three one-hundredths feet, the chord of said arc bearing south seventy-eight degrees, forty-eight minutes and nineteen seconds west forty-two and seventeen one hundredths feet; southwesterly by a line curving toward the south with a radius of three hundred and thirty feet, the distance of two hundred and thirty-two and seventy-four one-hundredths feet, the chord of said arc bearing south fifty degrees four minutes and fourteen seconds west two hundred and twenty-seven and eighty-six one-hundredths feet, and south twenty-nine degrees, fifty-two minutes and twenty-seven seconds west thirty-nine and four one-hundredths feet to Windsor Mill Road; thence binding on the northernmost side of Windsor Mill Road, north eighty-seven degrees, sixteen minutes and twenty-five seconds west twenty-two and forty-eight one hundredths feet, thence parallel with and distant twenty feet northwesterly at right angles from the aforesaid southeasternmost and southernmost sides of said Gwynns Falls Parkway, the four following courses and distances north twenty-nine degrees, fifty-two minutes and twenty-seven seconds east forty-nine and twenty-nine one-hundredths feet northeasterly by a line curving toward the east with a radius of three hundred and fifty feet, the distance of two hundred and forty-six and eighty-five one-hundredths feet,

the chord of said arc bearing north fifty degrees, four minutes and fourteen seconds east two hundred and forty-one and sixty-seven hundredths feet; northeasterly by a line curving toward the east with a radius of one hundred and sixty-two feet, the distance of forty-eight and twenty-nine one-hundredths feet, the chord of said arc bearing north seventy-eight degrees, forty-eight minutes and nineteen seconds east forty-eight and eleven one-hundredths feet, and north eighty-seven degrees, twenty minutes and forty seconds east one hundred and thirty-four and seventy one-hundredths feet to Chelsea Terrace, and thence binding on the westernmost side of Chelsea Terrace, south eight degrees thirty-one minutes and thirty seconds east twenty and eleven one-hundredths feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Parkway as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the fourth day of February in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said two parts of Gwynns Falls Parkway and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of

Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

SECTION 3. *And be it further ordained*, That the Commissioners for Opening Streets shall take no steps for the closing of the portions of Gwynns Falls Parkway hereby authorized and directed to be closed until there shall have been filed with the said Commissioners for Opening Streets an agreement in writing, signed by all the owners of property abutting on such portions of said Parkway hereby authorized and directed to be closed, consenting to the closing thereof and agreeing to accept, in lieu of monetary damages which may be sustained by them by reason of the closing of such portions of said Parkway, the lot or lots which will exist by virtue of the closing of such portions of said Parkway immediately in front of and adjoining the property of such abutting owners.

SECTION 4. *And be it further ordained*, That upon the filing of such written agreement, the Commissioners for Opening Streets shall proceed with the closing of such portions of said Parkway and shall award to the owners of the property abutting on such portions of said Parkway, the lot or lots which will exist by virtue of the closing of such portions of said Parkway immediately in front of and adjoining the property of such abutting owners.

SECTION 5. *And be it further ordained*, That the Mayor of Baltimore be and he is hereby authorized to execute and deliver a deed or deeds to such abutting owners as may be awarded such lot or lots immediately in front of and adjoining their property in lieu of monetary damages for the condemnation and closing of said portions of said Parkway.

SECTION 6. *And be it further ordained*, That no deed executed by virtue of the authority conferred by this ordinance shall be valid until the same has been approved in writing by the City Solicitor.

Approved July 30, 1929.

WM. F. BROENING, *Mayor*.

No. 788.

An ordinance to condemn and close Phelps Lane, formerly Hoffman's Lane, in two parts, one varying in width from a point to 2.88 feet from Hilton Street westerly 19.28 feet, and the other, 50 feet wide, from Dorsey's Lane, now Caton Avenue, as condemned and opened under Ordinance No. 811, approved July 26, 1926, southwesterly 145.19 feet, more or less, to Caton Avenue and Baltimore Street, as proposed to be opened, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fourth day of April, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Phelps Lane, formerly Hoffman's Lane, in two parts, one varying in width from a point to 2.88 feet from Hilton Street westerly 19.28

feet, and the other, 50 feet wide, from Dorsey's Lane, now Caton Avenue, as condemned and opened under Ordinance No. 811, approved July 26, 1926, southwesterly 145.19 feet, more or less to Caton Avenue and Baltimore Street, as proposed to be opened, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the First at a point formed by the intersection of the west side of Hilton Street, 75 feet wide, and the north side of Dorsey's Lane, now Caton Avenue, 60 feet wide as condemned and opened under Ordinance No. 811, approved July 26, 1926; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16076.35 feet and South 4063.26 feet; and running thence binding on the west side of said Hilton Street North $02^{\circ}-21'-15''$ West 2.88 feet to intersect the north side of Phelp's Lane, formerly Hoffman's Lane; thence binding on the north side of said Phelp's Lane by a line curving to the left with a 63.81 foot radius the distance of 19.58 feet, which arc is subtended by a chord bearing South $78^{\circ}-51'-20''$ West 19.50 feet to intersect the north side of said Dorsey's Lane; and thence binding on the north side of said Dorsey's Lane North $87^{\circ}-21'-45''$ East 19.28 feet to the place of beginning.

Beginning for the second at a point formed by the intersection of the south side of Dorsey's Lane, now Caton Avenue, 60 feet wide, as condemned and opened under Ordinance No. 811, approved July 26, 1926; and the southeast side of Phelp's Lane, formerly Hoffman's Lane, 50 feet wide, said point of beginning being distant 19.53 feet westerly from the point formed by the intersection of the south side of said

Dorsey's Lane and the west side of Hilton Street, 75 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16093.39 feet and South 4124.11 feet; and running thence binding on the south side of said Dorsey's Lane South $87^{\circ}-21'-45''$ West 74.27 feet to intersect the northwest side of said Phelp's Lane; thence binding on the northwest side of said Phelp's Lane South $45^{\circ}-03'-10''$ West 128.68 feet to intersect the northeast side of Caton Avenue, formerly Dorsey's Lane, as proposed to be opened; thence binding on the northeast side of said Caton Avenue South $44^{\circ}-59'-57''$ East 29.88 feet to intersect the north side of Baltimore Street, formerly Hollins Street, as proposed to be opened; thence binding on the north side of said Baltimore Street North $87^{\circ}-38'-45''$ East 29.73 feet to intersect a line drawn parallel with and distant 50 feet southeasterly measured at right angles from the second line of this description; and thence reversing said line so drawn and binding thereon North $45^{\circ}-03'-10''$ East 161.70 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on fourth day of April in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said lane shall be closed under the provisions of this ordinance, all water pipes, sewers, storm water or sanitary drains, conduits and

all sub-surface structures now owned by the Mayor and City Council of Baltimore, shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and, in the event that any person, firm or corporation shall desire to remove, alter, or interfere therewith, such person, firm or corporation shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in the bed of said lane after the same shall have been closed until the subsurface structures shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Phelp's Lane, formerly Hoffman's Lane and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of

the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved August 8, 1929.

WM. F. BROENING, *Mayor*.

No. 789.

An ordinance authorizing the City Comptroller to sell, in accordance with Section 13 of the City Charter, all that lot of ground on the West side of Hanover street 134 feet south of Winder street, having a frontage on Hanover street of 132 feet and even depth westerly of 198 feet to the center of Clarkson alley, said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the City Comptroller be, and he is hereby authorized to sell, in accordance with Section 13 of the City Charter, all that lot of ground situate in the City of Baltimore, and described as follows:

Beginning for the same on the west side of Hanover Street at a point distant 134 feet southerly from the southwest corner of Hanover Street and Winder Street, said place of beginning being intended to be at the northeast corner of the lot of ground which by Indenture dated October 13, 1883, and recorded among the Land Records of Baltimore City in R. T. A. No. 984, folio 550, etc., was conveyed by George N. Moale and wife to John C. Weaver; thence running southerly along the west side of Hanover Street 132 feet to the southern outline of that lot of ground which by Indenture dated December

14, 1882, and recorded in the above mentioned Land Records in R. T. A. No. 953, folio 271, etc., was conveyed by Susan P. Belt to the said John C. Weaver; thence binding on the said outline westerly 198 feet to the center of Clarkson Alley, thence northerly along the center of Clarkson Alley 132 feet to the northern outline of the lot conveyed by George N. Moale and wife to John C. Weaver by the Deed first above mentioned, and thence easterly binding on said outline 198 feet to the place of beginning. Said property being no longer needed for public use.

The mention of streets, avenues, lanes and alleys in the above description are for the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are hereby specially reserved.

SECTION 2. *And be it further ordained*, That no deed or deeds shall pass in accordance with the above ordinance unless the same shall be approved by the City Solicitor.

Approved August 8, 1929.

WM. F. BROENING, *Mayor*.

No. 790.

An ordinance to condemn and close Nicholson Street 90 feet wide from the southeast side of Decatur Street to the northwest side of Lowman Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 18th day of April, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Nicholson Street with a width of 90 feet from the southeast side of Decatur Street to the northwest side of Lowman Street, the land hereby directed to be condemned for said Nicholson Street being described as follows:

Beginning for the same on the southwest side of Nicholson Street, 90 feet wide, at the distance of 153 feet northwesterly from the corner formed by the intersection of the southwest side of Nicholson Street with the northwest side of Haubert Street, 40 feet wide, said place of beginning being at the corner formed by the intersection of said southwest side of Nicholson Street with the southeast side of Decatur Street, 50 feet wide, now closed; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being 6652.-98 feet East and 8488.15 feet South; and running thence binding on said southwest side of Nicholson Street North $65^{\circ}-43'-40''$ West 243 feet to the northwest side of Lowman Street, 40 feet wide; thence North $24^{\circ}-16'-20''$ East 90 feet to the northeast side of said Nicholson Street; thence binding on said northeast side of Nicholson Street South $65^{\circ}-43'-40''$ East 243 feet to the southeast side of Decatur Street; and thence South $24^{\circ}-16'-20''$ West 90 feet to the beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commis-

sioners for Opening Streets on 18th day of April in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said street shall be closed under the provisions of this ordinance, all water pipes, sewers, storm water or sanitary drains, conduits and all subsurface structures now owned by the Mayor and City Council of Baltimore, shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and, in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation, shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in the bed of said street after the same shall have been closed until the subsurface structures shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Nicholson Street and the proceedings and rights of all parties interested or affected thereby, shall be regu-

lated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved August 8, 1929.

WM. F. BROENING, *Mayor*.

No. 791.

An ordinance adding a new section to Article 16, entitled "Health," of the Baltimore City Code of 1927, said new section to follow immediately after Section 96 of said Article and to be known as Section 96A, the purpose of said new section being to confer upon the Commissioner of Health of Baltimore City full power and authority to make rules and regulations, for the efficient execution of Sections 83 to 96, inclusive, of said Article 16, appearing under the title "Health," sub-title "Meat Inspection."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That a new section be and the same is hereby added to Article 16 entitled "Health" of the Baltimore City Code of 1927, said new section to follow immediately after Section 96 of said Article, to be known as Section 96A and to read as follows:

96A. The Commissioner of Health of Baltimore City shall have full power and authority

to make, adopt and promulgate, from time to time, such rules and regulations, not inconsistent with the provisions of the foregoing Sections 83 to 96, inclusive, of said Article under the sub-title "Meat Inspection," as may be necessary for the efficient execution of the provisions of said sections. All rules and regulations formulated and issued by the said Commissioner of Health in pursuance of the power hereby conferred, shall have the force and effect of laws, and all violations of such rules and regulations shall be deemed misdemeanors and shall be subjected to provisions of Section 13 of this ordinance.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of of its passage.

Approved August 8, 1929.

WM. F. BROENING, *Mayor*.

No. 792.

An ordinance granting permission to American Telephone and Telegraph Company, of Baltimore City, its successors and assigns, to acquire, occupy and use such portion of the underground works of the Chesapeake and Potomac Telephone Company of Baltimore City and Chesapeake and Potomac Company, their successors and assigns, now in place or hereafter erected and constructed in, under, through and across public highways, streets, avenues and alleys of the City of Baltimore, Maryland, as the said American Telephone and Telegraph Company of Baltimore City, its successors and assigns, may require in the due conduct and prosecution of its business.

Whereas, The Chesapeake and Potomac Telephone Company of Baltimore City and or Ches-

apeake and Potomac Telephone Company has heretofore constructed and will from time to time hereafter construct underground works in, under, through and across the public highways, avenues, streets and alleys of the City of Baltimore; and,

Whereas, the American Telephone and Telegraph Company of Baltimore City is an associated and connecting company with the Chesapeake and Potomac Telephone Company of Baltimore City and Chesapeake and Potomac Telephone Company and desires to acquire, occupy and use for connecting and through line purposes a certain portion of the underground works of said The Chesapeake and Potomac Telephone Co. of Baltimore City and/or Chesapeake and Potomac Telephone Company now in place or hereafter constructed in, under, through and across the public highways, avenues, streets and alleys of the City of Baltimore, now, therefore,

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the American Telephone and Telegraph Company of Baltimore City, its successors and assigns (hereinafter referred to as American Company, which expression shall be construed to include the American Telephone and Telegraph Company of Baltimore City, is successors and assigns, wherever the context requires or permits), be and the same are hereby granted permission to acquire, occupy and use such portion of the underground works of the Chesapeake and Potomac Telephone Company of Baltimore City and/or Chesapeake and Potomac Telephone Company (hereinafter referred to as Chesapeake Company, which expression shall be con-

strued to include the Chesapeake and Potomac Telephone Company of Baltimore City and/or Chesapeake and Potomac Telephone Company, their respective successors and assigns, wherever the context requires or permits) now in place or hereafter constructed by said Chesapeake Company in, under, through and across the public highways, avenues, streets and alleys of the City of Baltimore as may be required by the said American Company for connecting and through-line purposes in the due conduct and prosecution of its business, upon such arrangements as the said American Company and Chesapeake Company may agree to; provided, that this ordinance shall not be construed to affect or modify in any particular the mutual rights, duties and obligations of the Chesapeake Company and the City of Baltimore under Ordinance No. 41 of the Mayor and City Council of Baltimore approved May 9, 1889, and any amendments to said ordinance; provided, further, that this ordinance shall not be construed to authorize the American Company to construct underground works in, under, through and across the public highways, avenues, streets and alleys of the City of Baltimore but shall be construed only as a grant of the assent and approval of the Mayor and City Council of Baltimore to the acquisition, occupancy and use by the American Company of a portion of the underground works of the Chesapeake Company now in place or hereafter constructed provided, further, that if at any time the Chesapeake Company fails to pay to the City of Baltimore the charges and fees fixed by the aforesaid Ordinance No. 41 of May 9, 1889, the said American Company shall on demand made by the City, pay that proportionate part of said charges and fees which arise and accrue by

reason of the underground works occupied and used by the American Company pursuant to the permission granted by this ordinance; provided, however that the American Company shall not lease for telegraph purposes any circuit acquired by it in the underground works hereinabove referred to without the approval of the Bureau of Mechanical Electrical Service of the Department of Public Works of Baltimore City.

Approved August 8, 1929.

WM. F. BROENING, *Mayor*.

No. 793.

An ordinance to prohibit parking on Streeper Street, between Elliott and Boston Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That no automobile, wagon or other vehicle shall be permitted to park on Streeper Street, between Elliott and Boston Streets. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars for each and every offense.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved August 8, 1929.

WM. F. BROENING, *Mayor*.

No. 794.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the sale of gasoline within 300 feet of a school, in so far as said ordinance applies to the rear of the premises of R. B. Sanner, 113 W. Twenty-second Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the sale of gasoline within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the rear of the premises of R. B. Sanner, 113 W. Twenty-second Street.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved August 8, 1929.

WM. F. BROENING, *Mayor*.

No. 795.

An ordinance to prohibit the parking of automobiles, wagons, or other vehicles, on the north side or on the south side of west Pratt Street, between Greene Street and Parkin Street, between the hours of six A. M. and six P. M.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That no automobile, wagon or other vehicle shall be permitted to park on the north side or on the south side of West Pratt Street, between Greene Street and

Parkin Street between the hours of Six A. M. and Six P. M. Any persons violating the provisions of this ordinance shall be subject to a penalty of Three Dollars (\$3.00) for each and every offense, said penalty to be collected as are other fines prescribed by ordinance.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved August 8, 1929.

WM. F. BROENING, *Mayor*.

No. 796.

An ordinance to make Old York Road, from Radnor Avenue to Thirty-ninth Street, a two-way street for vehicular traffic until the paving operations on York Road are completed.

Whereas, On Mar. 27, 1924, Old York Road was made a one-way street for north bound traffic only by the order of the Police Commissioner; and

Whereas, York Road is now being paved and makes it very difficult for residents in that section of the City to get into the City; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Old York Road, from Radnor Avenue to Thirty-ninth street, be and it is hereby declared a two-way street for vehicular traffic until the paving operations on York Road are completed.

SECTION 2. *And be it further ordained*, That on the completion of the paving operations on York Road, this ordinance shall be and stand repealed and cease to have any effect whatever.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved August 8, 1929.

WM. F. BROENING, *Mayor*.

No. 797.

An ordinance authorizing the Comptroller to sell all that lot of ground situate on the south side of Ramsay Street 31.33 feet west of Scott Street, being irregular in shape and improved by an old brick school building, in accordance with Section 13 of the City Charter, said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Comptroller be, and he is hereby authorized to sell, in accordance with Section 13 of the City Charter, all that lot of ground situate in the City of Baltimore and described as follows:

Beginning for the same at a point formed by the intersection of south side of Ramsay Street and the easternmost outline of Lot No. 53 on the plat of Thos. Parkins' land made by Samuel Chase, Jr., Trustee appointed to sell land of Thos. Parkins by decree of the High Court of Chancery of the State of Maryland, December 30, 1803, which point of beginning being distant 102.59 feet easterly from the point formed by the intersection of the east side of Scott Street and the south side of said Ramsay Street and

running thence binding on the south side of said Ramsay Street westerly 71.26 feet to intersect the westernmost outline of said Lot No. 53, thence binding on said westernmost outline southeasterly 126.06 feet, thence easterly 85.46 feet to intersect said easternmost outline of Lot No. 53, and thence binding on said easternmost outline northwesterly 126.07 feet to the place of beginning. Said property being no longer needed for public use.

Being improved by an old two-story brick school building formerly known as School No. 22.

Being subject to an irredeemable annual ground rent of \$177.50.

The mention of streets, avenues, lanes and alleys in the above description, are intended for the purpose of description only, and the rights of the Mayor and City Council of Baltimore are to be specially reserved in the same.

SECTION 2. *And be it further ordained*, That upon such sale being made, the Mayor and Commissioners of Finance are authorized to execute a proper deed to the purchaser, to be approved by the City Solicitor.

Approved August 8, 1929.

WM. F. BROENING, *Mayor*.

No. 798.

An ordinance ratifying and approving an agreement between the Board of Estimates of Baltimore City and The United Railways and Electric Company of Baltimore, for and as to the relocation of its tracks on certain stretches of streets, the improvement of which is con-

templated by the City; the cost of relocation and the length and character of the franchises in the new locations to be as set forth in a letter from former City Solicitor Perlman to the Board of Estimates of Baltimore City, under date of January 25, 1926, and approved by the Board of Estimates on January 26, 1926; and in pursuance of said agreement to approve and ratify the surrender by the Railways Company of its existing rights and franchises in the York Road as proposed to be widened from the northern boundary of Baltimore City as established in 1888 to the northern boundary of Baltimore City as established in 1918; and to authorize and empower the Railways Company to exercise similar rights and franchises in a new location on the York Road, as proposed to be widened, from the northern boundary of Baltimore City as established in 1888 to the northern boundary of Baltimore City as established in 1918; with connections with its existing tracks at the intersection of York Road with the northern boundary of Baltimore City as established in 1888, and at the northern boundary of Baltimore City as established in 1918.

Whereas, Under the authority of Chapter 231 of the Acts of the General Assembly of 1924, known as Section 9-A of Article 4 of the Code of Public Local Laws of Maryland, title "City of Baltimore," the City, through the Boards of Estimates, has agreed with The United Railways and Electric Company of Baltimore, for and as to the relocation of its tracks on certain stretches of streets, the improvement of which is contemplated by the City; the cost of relocation and the length and character of the franchises in the new locations to be as set forth in a letter from former City Solicitor Perlman to the Board of Estimates, under the date of January 25, 1926, and approved by the Board of Estimates on January 26, 1926; and

Whereas, The City is about to improve the York Road from the northern boundary of Baltimore City as established in 1888 to the northern boundary of Baltimore City established in 1918, one of the stretches covered by this agree-

ment, and the Company is entitled to substituted rights of way and franchises, so that its tracks may be relocated in pursuance of said agreement.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the agreement between the Board of Estimates and The United Railways and Electric Company of Baltimore, approved by the Board of Estimates on January 26, 1926, above referred to be and the same is hereby ratified and approved.

SECTION 2. *And be it ordained*, That The United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct, maintain and operate double electric railway tracks, with the necessary poles, wires and overhead construction, and to operate and maintain an electric railway thereon in the center of the York Road, as proposed to be widened, from the northern boundary of Baltimore City as established in 1888 to the northern boundary of Baltimore City as established in 1918; with connections with its existing tracks at the intersection of York Road with the northern boundary of Baltimore City as established in 1888, and with the northern boundary of Baltimore City as established in 1918; with the right to run on the aforesaid tracks, cars to be propelled by electricity supplied by overhead wires or by the storage system, or by any improved system which may be approved by the City.

The rights and franchises hereby granted to said Railways Company are in lieu of and in substitution for all its existing rights and fran-

chises in or on York Road from the northern boundary of Baltimore City as established in 1888 to the northern boundary of Baltimore City as established in 1918, which said existing rights and franchises are hereby surrendered.

SECTION 3. Said railway tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer; and the rails and renewals thereof, from time to time, shall be of the most improved pattern of girder rail, or of "T" rail wherever the Highways Engineer may approve of such construction, and of a similar gauge to tracks now in use in said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets or down the gutters thereof, and so as not to interfere with or encroach upon the sidewalks or gutters as laid out and existing upon and along said street.

SECTION 4. And the said Railways Company, its successors and assigns, shall, at its own expense, in laying down or in relaying down, from time to time, said railway tracks on the York Road, adjust the said tracks to the grades of said street as the same are now or may be hereafter established by law; and shall, at its own expense, keep the spaces between the said tracks and extending for two feet on either side thereof in thorough repair; the obligation to repair hereunder, however, not to become effective or in force until after the expiration of the period of the guarantee of the contractor or contractors who lay the paving upon said portions of said street covered by this Ordinance, and shall, at its own expense keep the same free

from snow or other obstruction, but without obstructing the other portions of said roadbed on either side of said tracks; the provisions of Ordinance No. 9 of 1897, are not to be read into or treated as part of or in any way affecting this agreement.

SECTION 5. The Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the substituted rights of way or franchises hereby made and not inconsistent with the terms hereof.

SECTION 6. The construction of the railway tracks in the center of York Road, pursuant to the authority hereby conferred, will constitute an acceptance by the Railways Company of all the terms, conditions and provisions of this ordinance and the ratification on its part of the agreement between it and the Board of Estimates, dated January 26, 1926.

SECTION 7. The rights of way and franchises herein described shall have the same duration and the same freedom from Park Tax as the rights of way and franchises so surrendered have, and no more.

Approved August 8, 1929.

WM. F. BROENING, *Mayor*.

No. 799.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage and the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of the Stoneleigh Stores Company, Incorporated, at the northwest corner of St. Paul and Saratoga Streets, and to waive the provisions of Section 448A of the City Charter, which prohibits the erection of a garage and the storage of inflammable goods within 600 feet of a hospital, in so far as said section applies to the above premises, and providing that any gasoline tanks and pumps shall be installed inside the building to be erected on said premises and that no entrance or exit for automobiles shall be placed on the Saratoga Street side of said building and imposing certain restrictions in the use of certain windows on the Saratoga Street side of said building.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage and the sale of gasoline within 300 feet of a church be and they are hereby waived in so far as said provisions apply to the premises of the Stoneleigh Stores Company, Incorporated, at the northwest corner of St. Paul and Saratoga Streets.

SECTION 2. *And be it further ordained*, That the provisions of Section 448A of the City Charter, which prohibits the erection of a garage and the storage of inflammable goods within 600 feet of a hospital, be and they are hereby waived in so far as said provisions apply to the above mentioned premises.

SECTION 3. *And be it further ordained*, That any and all gasoline tanks and pumps shall be installed inside said building.

SECTION 4. *And be it further ordained*, That no entrance or exit for automobiles shall be placed on the Saratoga Street side of said building.

SECTION 5. *And be it further ordained*, That all windows located on the Saratoga Street side of said building within the distance of 100 feet from the west property line of said premises and opening into the west portion of said building used for the storage of motor vehicles shall be kept closed at all times and used for lighting purposes only, and not for ventilation; provided, however, that the restriction imposed by this section shall terminate in the event that

(1) the said building shall cease to be used for garage purposes, or (2) the building at the southeast corner of Charles and Saratoga Streets shall cease to be regularly used as a place of public worship.

SECTION 6. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved August 13, 1929.

WM. F. BROENING, *Mayor*.

No. 800.

An ordinance authorizing the Board of Estimates to sell at public or private sale, in accordance with Section 13 of the Baltimore City Charter, so much of that property acquired for park purposes by the Mayor and City Council from the Wenstrom Manufacturing & Light Company lying between Hilton Street and the Western Maryland Railway, as may no longer be needed for public use.

Whereas, the Mayor and City Council acquired for Park purposes from the Wenstrom

Manufacturing & Light Company, all that parcel of land four (4) perches in width and three (3) miles, more or less, in length, through which a mill race or canal had heretofore been cut, for the use of a public park; and

Whereas, it is now desirable to sell such portions of the property so acquired and lying between the East side of Hilton Street and the North side of the Western Maryland Railway as are no longer needed for public use; therefore,

SECTION 1. *Be it ordained by the Mayor and City Council*, That the Board of Estimates be and it is hereby authorized to sell at public or private sale, in accordance with Section 13 of the Baltimore City Charter, all those lots of ground no longer needed for public use which have been acquired from the Wentstrom Manufacturing & Light Company by deed dated the second day of April, 1907, and recorded among the Land Records of Baltimore City in Liber R. O. No. 2325, folio 255, and known as that parcel of land four (4) perches in width and three (3) miles, more or less, in length, and known as a mill race or canal and which parcel of land lies between the East side of Hilton Street and the North side of the Western Maryland Railway.

SECTION 2. *And be it further ordained*, That no deed or deeds shall pass in accordance with the above section unless the same shall have been approved in writing by the City Solicitor, and further, that the mention of any streets, avenues, lanes or alleys in any such deed or deeds, shall not lessen the rights of the Mayor and City Council therein, the same being hereby especially reserved.

SECTION 3. *And be it further ordained*, That all monies derived from such sales shall, after deducting the expenses incident thereto, be applied and credited to the funds of the Board of Park Commissioners.

Approved September 3, 1929.

WM. F. BROENING, *Mayor*.

No. 801.

An ordinance authorizing the Board of Estimates to sell to the abutting property owners, for a nominal consideration, any lot or lots of ground in front of their property, which was formerly known as Lake Avenue, now Northern Parkway, and which was closed under Ordinance No. 627, approved January 22, 1929, said property being no longer needed for public use.

Whereas, under Ordinance No. 146, approved April 16, 1924, the Commissioners for Opening Streets were authorized to condemn and open Lake Avenue (now Northern Parkway) from the east side of York Road to the east side of Beauregard Avenue with a width of 105 feet, and

Whereas, under Ordinance No. 627, approved January 22, 1929, the Commissioners for Opening Streets were authorized to close a portion of said Lake Avenue, now Northern Parkway, to the extent of twelve and one-half feet ($12\frac{1}{2}'$) on either side of the said avenue and the said Commissioners for Opening Streets, having proceeded under said ordinance, have closed said portion of the said Lake Avenue, now Northern Parkway.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Board of Estimates be, and they are hereby authorized, to sell all the right, title and interest of the Mayor and City Council of Baltimore in that portion of Lake Avenue, now Northern Parkway, closed under said Ordinance No. 627, approved January 22, 1929, to the abutting property owners, for a nominal consideration, said property being no longer needed for public use.

SECTION 2. *And be it further ordained*, That no deed or deeds shall be passed in accordance with the above section, unless the same shall have been first approved by the City Solicitor.

Approved September 3, 1929.

WM. F. BROENING, *Mayor*.

No. 802.

An ordinance authorizing the Board of Estimates to sell, lease, or otherwise dispose of, at public or private sale, any lot or lots of ground, formerly in the bed of that part of Fayette Street between Gay Street and the Fallsway, which was closed under Ordinance No. 507, approved July 14, 1928, said lot or lots being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Board of Estimates be, and it is hereby authorized to sell, lease, or otherwise dispose of any lot or lots of ground, formerly in the bed of that part of Fayette Street, between Gay Street and the Fallsway, which was closed under Ordinance No. 507, approved July 14, 1928, in pursuance of Section 13 of the City Charter, as amended

by the Act of 1912, Chapter 32, either by public or private sale, as provided in said Section, and, in the event of any such sale, lease or other disposition, the Mayor is hereby authorized to execute the deed, lease or other document on behalf of the City, with the corporate seal affixed, duly attested by the City Register conveying any lot or lots so sold. The said Board of Estimates are hereby authorized, in making any such disposition, to incorporate reasonable conditions or restrictions as to the use of the property, so as to prevent the same from being used for bill boards, or other objectionable purposes, said lot or lots being no longer needed for public use.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved September 28, 1929.

WM. F. BROENING, *Mayor*.

No. 803.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a school, in so far as said ordinance applies to the premises of M. Nelson Barnes, 2223 Maryland Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public

garage within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the enlargement of the brick garage in the rear of the premises of M. Nelson Barnes, 2223 Maryland Avenue; provided, however, that the said garage shall not house more than four cars.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved October 21, 1929.

WM. F. BROENING, *Mayor*.

No. 804.

An ordinance to condemn, open and grade Kavon Avenue, varying in width from 50 feet to 67.17 feet, from the northeast side of Berger Avenue to the southwestern side of Hamilton Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixth day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open Kavon Avenue with a width of 50 to 67.17 feet from the northeast side of Berger Avenue to the southwestern side of Hamilton Avenue, the land hereby directed to be condemned for said Kavon Avenue being described as follows:

Beginning for the same at a point on the northeast side of Berger Avenue, 36 feet wide, at the distance of 421.34 feet southeasterly from the point formed by the intersection of the

northeast side of said Berger Avenue and the southeast side of Belair Road, 80 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Typographical Survey Commission, being East 19433.36 feet and North 15355.27 feet; and running thence North $48^{\circ}-07'-42''$ East 276.00 feet to intersect the northeast side of Arizona Avenue, formerly Fairmount Avenue, 36 feet wide; thence binding on the northeast side of said Arizona Avenue South $41^{\circ}-43'-28''$ East 17.17 feet; thence North $48^{\circ}-07'-42''$ East 573.50 feet to intersect the southwesternmost side of Hamilton Avenue, 60 feet wide, as proposed to be condemned; thence binding on the southwesternmost side of said Hamilton Avenue by a line curving to the left with a 669.64 foot radius the distance of 50.02 feet, which arc is subtended by a chord bearing South $42^{\circ}-26'-20''$ East 50.01 feet to intersect a line drawn parallel with and distant 50 feet southeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon South $48^{\circ}-07'-42''$ West 574.12 feet to intersect the northeast side of said Arizona Avenue; thence South $54^{\circ}-24'-30''$ West 156.89 feet to intersect a line drawn parallel with and distant 50 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South $48^{\circ}-07'-42''$ West 120 feet to intersect the northeast side of said Berger Avenue; and thence binding on the northeast side of said Berger Avenue North $41^{\circ}-43'-28''$ West 50.0 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the

City of Baltimore Topographical Survey Commission.

Description written June 22, 1929.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on sixth day of June in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Karon Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved October 21, 1929.

WM. F. BROENING, *Mayor*.

No. 805.

An ordinance to condemn, open and grade Plainfield Avenue, 50 feet wide, from the southwest side of White Avenue (formerly Cole Ave.) to the northeast side of Hazlewood Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixth day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open Plainfield Avenue with a width of 50 feet from the southwest side of White Avenue (formerly Cole Ave.), to the northeast side of Hazelwood Avenue, the land hereby directed to be condemned for said Plainfield Avenue being described as follows:

Beginning for the same at a point on the southwest side of White Avenue (formerly Cole Ave.), as now laid out, at the distance of 723.24 feet, more or less, southeasterly from the point formed by the intersection of the southeast side of Greenhill Avenue (formerly Maryland Ave.) as now laid out, and the southwest side of said White Avenue; the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being East 22160.42 feet and North 16166.95 feet; and running thence South $25^{\circ}-59'-00''$ West 477.05 feet; thence by a line curving to the right with a 722.89 foot radius the distance of 241.05 feet, which arc is subtended by a chord bearing South $35^{\circ}-32'-10''$ West 239.94 feet; thence South $45^{\circ}-05'-20''$ West 560.97 feet, more or less, to intersect the northeast side of Hazelwood Avenue, as now laid out; thence binding on the northeast side of said Hazelwood Avenue the

two following courses and distances; namely, southeasterly 6.18 feet, more or less, and southeasterly 49.46 feet, more or less, to intersect a line drawn parallel with and distant 50 feet southeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet southeasterly measured at right angles from the second and first lines, respectively, of this description, the three following courses and distances; namely, North $45^{\circ}-05'-20''$ East, 537.03 feet, more or less, by a line curving to the left with a 772.89 foot radius the distance of 257.72 feet, which are is subtended by a chord bearing North $35^{\circ}-32'-10''$ East 256.53 feet and North $25^{\circ}-59'-00''$ East 486.30 feet to intersect the southwest side of said White Avenue; and thence binding on the southwest side of said White Avenue North $74^{\circ}-29'-30''$ West 50.85 feet, to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixth day of June in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Plainfield Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such

provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved October 21, 1929.

WM. F. BROENING, *Mayor*.

No. 806.

An ordinance to condemn, open and grade Lawnview Avenue, 50 feet wide, from the east side of Loney's Lane to the southwest side of Erdman Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixth day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Lawnview Avenue with a width of 50 feet from the east side of Loney's Lane to the southwest side of Erdman Avenue, the land hereby directed to be condemned for said Lawnview Avenue being described as follows:

Beginnmg for the same at a point formed by the intersection of the east side of Loney's Lane, 33 feet wide, and the north side of Lawnview Avenue as laid out, 50 feet wide, from said

Loney's Lane westerly, produced easterly; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 12312.33 feet and North 7921.05 feet; and running thence binding on the north side of said Lawnview Avenue, so produced, South $70^{\circ}-49'-00''$ East 270.50 feet; thence by a line curving to the left with a 120 foot radius the distance of 87.65 feet, which arc is subtended by a chord bearing North $88^{\circ}-15'-30''$ East 85.71 feet; thence North $67^{\circ}-20'-00''$ East 15.74 feet to intersect the southwest side of Erdman Avenue, 100 feet wide, as now in process of condemnation under Ordinance No. 654, approved May 14, 1926; thence binding on the southwest side of said Erdman Avenue South $22^{\circ}-39'-53''$ East 50 feet to intersect a line drawn parallel with and distant 50 feet southeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet southerly measured at right angles from the second and first lines of this description, respectively, the three following courses and distances, namely, South $67^{\circ}-20'-00''$ West 15.74 feet; by a line curving to the right with a 170 foot radius the distance of 124.17 feet, which arc is subtended by a chord bearing South $88^{\circ}-15'-30''$ West 121.43 feet; and North $70^{\circ}-49'-00''$ West 269.02 feet to intersect the east side of said Loney's Lane; and thence binding on the east side of said Loney's Lane North $17^{\circ}-29'-00''$ East 50.02 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixth day of June in the year 1929, and is now on file in the said office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Lawnview Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved Oct. 21, 1929.

WM. F. BROENING, *Mayor*.

No. 807.

An ordinance to condemn, open and grade Clifftmont Avenue, 50 feet wide, from the east side of Loney's Lane to the southwest side of Erdman Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixth day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and open Clifftmont Avenue with a width of 50 feet from the east side of Loney's Lane to the southwest side of Erdman Avenue, the land hereby directed to be condemned for said Clifftmont Avenue being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Loney's Lane, 33 feet wide, and the north side of Clifftmont Avenue, as laid out, 50 feet wide, from said Loney's Lane westerly, produced easterly; the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being East 12244.70 feet and North 7706.35 feet; and running thence binding on the north side of said Clifftmont Avenue, so produced, South $70^{\circ}-49'-00''$ East 372.34 feet; thence by a line curving to the left with a 120 foot radius the distance of 87.65 feet, which arc is subtended by a chord bearing North $88^{\circ}-15'-30''$ East 85.71 feet; thence North $67^{\circ}-20'-00''$ East 85.01 feet to intersect the southwest side of Erdman Avenue, 100 feet wide, as now in process of condemnation under Ordinance No. 654, approved May 14, 1926; thence binding on the southwest side of said Erdman Avenue South $22^{\circ}-39'-53''$ East 50 feet to intersect a line drawn parallel with and distant 50 feet southeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet southerly measured at right angles from the second and first lines of this description, respectively, the three following courses and distances; namely, South $67^{\circ}-20'-00''$ West 85.01 feet; by a line curving to the right with a

170 foot radius the distance of 124.17 feet, which are is subtended by a chord bearing South $88^{\circ}-15'-30''$ West 121.43 feet; and North $70^{\circ}-49'-00''$ West 370.86 feet to intersect the east side of said Loney's Lane; and thence binding on the east side of said Loney's Lane North $17^{\circ}-29'-00''$ East 50.02 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixth day of June in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Clifftmont Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved October 21, 1929.

WM. F. BROENING, *Mayor*.

No. 808.

An ordinance to condemn, open, widen and grade an alley, varying in width from 10 feet to 18 feet, from the east side of Barre Street to the south side of a 10 foot alley there laid out, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixth day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade an alley with a width of 10 to 18 feet from the east side of Barre Street to the south side of a 10 foot alley there laid out the land hereby directed to be condemned for said alley being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Barre Street and the south side of a 10 foot alley, said point of beginning being distant 103.25 feet more or less northerly from the point formed by the intersection of the north side of Washington Boulevard and the east side of said Barre Street; and running thence binding on the south side of said 10 foot alley northeasterly 37.0 feet more or less to intersect the western outline of the land described in a deed from Mc'lellan to Moale & Raborg, Trustees, and recorded among the land records of Baltimore City in Liber T. K. 282, folio 364; thence binding on said western outline southerly 5.0 feet more or less to the end of the third line of the land described in a deed from Louis R. Bolgiano, Trustee, to Jos. Sherman and recorded among the land records of Baltimore City in Liber S. C. L. 2952, folio 527, thence binding on said third line reversely easterly 22 feet more or less to the beginning of

said third line; thence northwesterly 10.0 feet more or less to the beginning of the fourth line of the land described in deed from Herman T. Heinmiller to Annie A. Witts and recorded among the land records of Baltimore City in Liber S. C. L. 2462, folio 466; thence binding on the said fourth line northwesterly 8.0 feet more or less to intersect a line drawn parallel with and distant 10 feet northerly measured at right angles from the first line of this description; and thence reversing said line so drawn and binding thereon southwesterly 57 feet more or less to intersect the east side of said Barre Street; and thence binding on the east side of said Barre Street southerly 10.0 feet more or less to the place of beginning.

The said Alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixth day of June in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Alley and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also

in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved October 21, 1929.

WM. F. BROENING, *Mayor*.

No. 809.

An ordinance to change the name of Cabash Avenue, beginning at Wyndhurst Avenue and running thence northerly to its end, the new name of said Cabash Avenue to be Greenleaf Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Cabash Avenue, beginning at Wyndhurst Avenue and running thence northerly to its end, be and it is hereby changed and that said Cabash Avenue shall hereafter be known as Greenleaf Road.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved October 21, 1929.

WM. F. BROENING, *Mayor*.

No. 810.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Rev. E. W. Pickering, 2431 W. Lanvale Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions

of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Rev. E. W. Pickering, 2431 W. Lanvale Street. Provided, however, that there shall be no windows or openings in the garage on the yard leading to the dwelling, shall be used for the storage of not more than three (3) automobiles and that no repair work of any kind shall be done in said garage.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved October 25, 1929.

WM. F. BROENING, *Mayor*.

No. 811.

An ordinance prohibiting the parking of vehicles on Woodbrook Avenue, between Whitelock and Traction Streets, between the hours of 7 P. M. and 10 P. M. daily.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That no wagon, cart, motor vehicle or other vehicle, shall be permitted to stand on Woodbrook Avenue, between Whitelock and Traction Streets, between the hours of 7 P. M. and 10 P. M. daily. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars (\$10.00) for each and every offense.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved October 28, 1929.

WM. F. BROENING, *Mayor*.

No. 812.

An ordinance granting permission to Jos. Giza to erect a metal garage in the rear of his premises 1723 Bank Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Jos. Giza to erect a metal garage 7½ ft. wide and 17 ft. long in the rear of his premises 1723 Bank Street; the said garage to be within 6 in. of a brick building and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 4, 1929.

WM. F. BROENING, *Mayor*.

No. 813.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Abraham Green, in the rear of the 1600 block E. Oliver Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Abraham Green, in the rear of the 1600 block E. Oliver Street. Provided, however, that not more than twenty-five (25) individual garages shall be erected on said premises.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 4, 1929.

WM. F. BROENING, *Mayor*.

No. 814.

An ordinance granting permission to Mrs. Sadie Dellevie to erect a metal garage in the rear of her premises 2112 Lake Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Mrs. Sadie Dellevie to erect a metal garage 10 ft. wide and

18 ft. long in the rear of her premises 2112 Lake Avenue; the said garage to be within 4 ft. of a frame garage on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 4, 1929.

WM. F. BROENING, *Mayor*.

No. 815.

An ordinance granting permission to Mrs. Nellie J. Gookin to erect a double metal garage in the rear of her premises 1618 E. Oliver Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Mrs. Nellie J. Gookin to erect a double metal garage 17 ft. long and 15 ft. 10 in. wide in the rear of her premises 1618 E. Oliver Street; the said garage to be within 18 in. of a second-story frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved November 4, 1929.

WM. F. BROENING, *Mayor.*

No. 816.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a church, in so far as said provisions apply to the premises of N. Juanita Mears Harris, at the northeast corner of Oak and Twenty-second Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of N. Juanita Mears Harris, at the northeast corner of Oak and Twenty-second Streets.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved November 4, 1929.

WM. F. BROENING, *Mayor.*

No. 817.

An ordinance granting permission to the Firestone Tire & Rubber Co. to install 4 gasoline storage tanks on its premises on the east side of Oak Street, between Twentieth and Twenty-first Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to the Firestone Tire & Rubber Co. to install 4 12,000-gallon gasoline storage tanks on its premises on the east side of Oak Street between Twentieth and Twenty-first Streets; the said tanks to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Sections 90, 91 and 92 of Article 13 of the Baltimore City Code, 1927 edition (Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926).

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 4, 1929.

WM. F. BROENING, *Mayor*.

No. 818.

An ordinance granting permission to Walter R. Kratz to erect a metal garage in the rear of his premises 33 N. Catherine Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Walter R. Kratz to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 33 N.

Catherine Street; the said garage to be within 2 ft. of a frame open porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage, and that the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 4, 1929.

WM. F. BROENING, *Mayor*.

No. 819.

An ordinance granting permission to the Kiomo Laundry to erect a rustic wood fence on its premises 2705 Frederick Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to the Kiomo Laundry to erect a rustic wood fence 25 ft. long on the front of its premises 2705 Frederick Avenue, 45 ft. long on the east side and 38 ft. long on the west side of said premises; the said fence to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 4, 1929.

WM. F. BROENING, *Mayor*.

No. 820.

An ordinance granting permission to Michael E. Parker to erect a metal garage in the rear of his premises 2527 W. Fairmount Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Michael E. Parker to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2527 W. Fairmount Avenue; the said garage to be within 18 in. of a second-story frame extension and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the frame extension shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved Nov. 4, 1929.

WM. F. BROENING, *Mayor*.

No. 821.

An ordinance granting permission to Wilmer Maihl to erect a metal garage in the rear of his premises 1900 N. Pulaski Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Wilmer Maihl to erect a metal garage 10 ft. wide and 16 ft.

long in the rear of his premises 1900 N. Pulaski Street; the said garage to be within 3 ft. of a frame open porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved Nov. 4, 1929.

WM. F. BROENING, *Mayor*.

No. 822.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Messrs. Wm. Wolfel, Leonard Volkert and Herbert E. Mules, in the rear of the north side of the 2400 block W. Lafayette Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Messrs. Wm. Wolfel, Leonard Volkert and Herbert E. Mules, in the rear of the north side of the 2400 block W. Lafayette Avenue. Provided, however, that not more than 60 individual garages shall be erected on said premises.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved Nov. 4, 1929.

WM. F. BROENING, *Mayor*.

No. 823.

An ordinance to condemn, open, widen and grade Pennington Avenue, in Three Parts, varying in width from 70 feet to 179.33 feet, from the north side of Alder Street to the east side of Marley Neck Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby, authorized and directed to condemn, open, widen and grade Pennington Avenue, in Three Parts, varying in width from 70 feet to 179.33 feet from the north side of Alder Street to the east side of Marley Neck Road, the land hereby directed to be condemned for said Pennington Avenue being described as follows:

Beginning for the first part at a point at or near the northwest corner of Pennington Avenue and Alder Street, said point of beginning being the southeast corner of the concrete building there situate; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 7900.47 feet and South 29397.12 feet; and running thence South 03°-55'-20" East 1297.09 feet; thence by a line curving to the left with a 1229.01 foot

radius the distance of 654.38 feet, which are is subtended by a chord bearing South $19^{\circ}-10'-32''$ East 646.68 feet; thence South $34^{\circ}-25'-44''$ East 1532.91 feet to intersect the southern boundary of Baltimore City established in 1918; thence binding on the said boundary South $67^{\circ}-37'-34''$ East 127.84 feet to intersect a line drawn parallel with and distant 70 feet northeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 70 feet easterly measured at right angles from the second and first lines, respectively, of this description the three following courses and distances; namely, North $34^{\circ}-25'-44''$ West 1639.90 feet, by a line curving to the right with a 1159.01 foot radius the distance of 617.11 feet, which are is subtended by a chord bearing North $19^{\circ}-10'-32''$ West 609.85 feet and North $03^{\circ}-55'-20''$ West 1297.09 feet; and thence South $86^{\circ}-04'-40''$ West 70 feet to the place of beginning.

Beginning for the second part at a point on the southern boundary of Baltimore City established in 1918 South $67^{\circ}-37'-34''$ East 754.78 feet from boundary stone No. 9718; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 9761.47 feet and South 32851.71 feet; and running thence binding on the said southern boundary South $67^{\circ}-37'-34''$ East 289.43 feet; thence South $81^{\circ}-37'-19''$ East 384.07 feet; thence by a line curving to the right with a 3090.36 foot radius the distance of 323.22 feet, which are is subtended by a chord bearing South $78^{\circ}-37'-32.5''$ East 323.07 feet; thence South $75^{\circ}-37'-46''$ East 1675.35 feet; thence South $69^{\circ}-37'-24''$ East 426.98 feet to intersect

the west side of the Right of Way of the Baltimore and Ohio Railroad, Marley Neck Branch; thence binding on the west side of said Right of Way North $21^{\circ}13'44''$ East 80.27 feet to the center of Pennington Avenue as now laid out; thence binding on the center of said Pennington Avenue South $75^{\circ}37'46''$ East 35.86 feet to intersect the west side of said Right of Way, extending from this point northerly; thence binding on the last-mentioned west side of said Right of Way North $08^{\circ}39'55''$ East 85.17 feet; thence North $81^{\circ}52'10''$ West 457.74 feet to intersect a line drawn parallel with and distant 70 feet northerly measured at right angles from the fourth line of this description; thence reversing said line so drawn and binding thereon and reversely along lines drawn parallel with and distant 70 feet northerly measured at right angles from the third and second lines respectively of this description the three following courses and distances; namely, North $75^{\circ}37'46''$ West 1681.93 feet, by a line curving to the left with a 3160.36 foot radius the distance of 330.54 feet, which arc is subtended by a chord bearing North $78^{\circ}37'32.5''$ West 330.38 feet and North $81^{\circ}37'19''$ West 664.90 feet to the place of beginning.

Beginning for the third part at the point formed by the intersection of the center line of Pennington Avenue, as now laid out; and the east side of the Right of Way of the Baltimore and Ohio Railroad, Marley Neck Branch, extending from this point southerly; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 12865.87 feet and South 33593.73 feet; and running thence binding on the center lines of said

Pennington Avenue South $75^{\circ}-37'-46''$ East 133.31 feet to intersect the east side of said Right of Way extending from this point northerly, thence binding on the last mentioned east side of said Right of Way North $16^{\circ}-12'-00''$ East 68.02 feet; thence South $69^{\circ}-38'-23''$ East 315.67 feet; thence South $75^{\circ}-39'-24''$ East 3427.22 feet; thence South $14^{\circ}-20'-36''$ West 59.62 feet; thence South $68^{\circ}-09'-24''$ West 70 feet; thence North $21^{\circ}-50'-36''$ West 38.36 feet to intersect a line drawn parallel with and distant 70 feet southerly measured at right angles from the fourth line of this description; thence reversing said line so drawn and binding thereon North $75^{\circ}-39'-24''$ West 3381.73 feet; thence North $83^{\circ}-34'-34''$ West 431.34 feet to intersect the east side of the Right of Way of the Baltimore and Ohio Railroad, Marley Neck Branch; and thence binding on said east side of said Right of Way North $21^{\circ}-13'-44''$ East 95.26 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-second day of August in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said Pennington Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance

with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved November 4, 1929.

WM. F. BROENING, *Mayor*.

No. 824.

An ordinance granting permission to John H. Dockman to erect a rustic wood fence around his premises at the northeast corner of Hillsdale Road and Wentworth Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John H. Dockman to erect a rustic wood fence around his premises at the northeast corner of Hillsdale Road and Wentworth Avenue, his land being 71 ft. x 150 ft.; the said fence to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 4, 1929.

WM. F. BROENING, *Mayor*.

No. 825.

An ordinance to waive the provisions of Section 448A of the Baltimore City Charter, 1927 Edition, which prohibits the use of a building as a garage within 600 feet of a hospital, in so far as said section applies to the premises known as 207-217 Davis street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Section 448A of the Baltimore City Charter, 1927 edition, which prohibits the use of a building as a garage within 600 feet of a hospital, be and they are hereby waived in so far as said provisions apply to the storage of motor vehicles on the premises known as 207-217 Davis Street.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 7, 1929.

WM. F. BROENING, *Mayor*.

No. 826.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a church and orphanage, in so far as said provisions apply to the premises of David Rodman and Louis Sachs, at the northeast corner of the Fallsway and Fayette street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 edition (Ordinance No. 243, approved Oct. 18, 1924), which pro-

hibits the sale of gasoline within 300 feet of a church and orphanage, be and they are hereby waived in so far as said provisions apply to the premises of David Rodman and Louis Sachs, at the northeast corner of the Fallsway and Fayette Street.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 8, 1929.

WM. F. BROENING, *Mayor*.

No. 827.

An ordinance granting permission to Miss Bernadine Hanneman to erect a metal garage in the rear of her premises 2622 E. Baltimore street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Miss Bernadine Hanneman to erect a metal garage 10 ft. wide and 16 ft. long in the rear of her premises 2622 E. Baltimore Street; the said garage to be within 1 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 12, 1929.

WM. F. BROENING, *Mayor*.

No. 828.

An ordinance granting permission to John Morton to erect a one-story brick addition to the building now used as a laundry, on his premises 1328 Mosher street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John Morton to erect a one-story brick addition 15 ft. 4 in. wide and 62 ft. long to the building now used as a laundry, on his premises 1328 Mosher Street; the said addition to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and, together with the existing building, to cover the entire lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 12, 1929.

WM. F. BROENING, *Mayor*.

No. 829.

An ordinance granting permission to S. U. Roberts to erect a metal garage in the rear of his premises 3435 Ravenwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to S. U. Roberts to erect a metal garage 10 ft. wide and 14 ft. 6 in. long in the rear of his premises 3435 Ravenwood Avenue; the said garage to be within 4

feet of a stucco kitchenette, to have opening in side, but no opening in the rear, and to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 12, 1929.

WM. F. BROENING, *Mayor*.

No. 830.

An ordinance granting permission to the Nonpareil Building & Loan Association to erect three individual garages in the rear of its premises 301 S. Smallwood Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to the Nonpareil Building and Loan Association to erect three individual garages in the rear of its premises 301 S. Smallwood Street; the said garages to be of concrete block construction, to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City, and, together with the existing building, to cover the entire lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 13, 1929.

WM. F. BROENING, *Mayor*.

No. 831.

An ordinance granting permission to Chas. Angle to erect a metal garage in the rear of his premises 2937 E. Monument Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Chas. Angle to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2937 E. Monument Street; the said garage to be within 4 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 16, 1929.

WM. F. BROENING, *Mayor*.

No. 832.

An ordinance granting permission to C. E. Gevus to erect a metal garage in the rear of his premises 610 N. Robinson Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to C. E. Gevus to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 610 N. Robin-

son Street; the said garage to be within 3 ft. of a frame overhand and to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 16, 1929.

WM. F. BROENING, *Mayor*.

No. 833.

An ordinance granting permission to H. Holtzhein to erect a metal garage in the rear of his premises 28 N. Lakewood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to H. Holtzhein to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 28 N. Lakewood Avenue; the said garage to be within 4 ft. of a frame kitchen and to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 16, 1929.

WM. F. BROENING, *Mayor*.

No. 834.

An ordinance granting permission to Frank Mares to erect a metal garage in the rear of his premises 821 N. Glover Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Frank Mares to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 821 N. Glover Street; the said garage to be within 5 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 16, 1929.

WM. F. BROENING, *Mayor*.

No. 835.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a church, in so far as said provisions apply to the premises of A. A. Moreland (Ashland Garage), 1613-15 Ashland Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of A. A. Moreland (Ashland Garage), 1613-15 Ashland Avenue, so as to permit the installation of an additional tank and pump.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 19, 1929.

WM. F. BROENING, *Mayor*.

No. 836.

An ordinance granting permission to A. Rozza to erect a metal garage in the rear of his premises 5 S. Robinson Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to A. Rozza to erect a metal garage 10 ft. wide and 14 ft. long

in the rear of his premises 5 S. Robinson Street ; the said garage to be within 4 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 19, 1929.

WM. F. BROENING, *Mayor*.

No. 837.

An ordinance granting permission to A. M. Fetrow to erect a two-story brick addition in the rear of the premises 3204 E. Baltimore Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to A. M. Fetrow to erect a two-story brick addition in the rear of the premises 3204 E. Baltimore Street ; the said addition to be 15 ft. wide and 15 ft. long, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved November 20, 1929.

WM. F. BROENING, *Mayor*.

No. 838.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage and the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of Stanley Jokubaitis, 105, 107 and 109 Penn Street, and to waive the provisions of Section 448A of the City Charter, which prohibits the erection of a garage and the storage of inflammable goods within 600 feet of a hospital, in so far as said section applies to the above premises.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibit the erection of a public garage and the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Stanley Jokubaitis, 105, 107 and 109 Penn Street.

SECTION 2. *And be it further ordained*, That the provisions of Section 448A of the City Charter, which prohibits the erection of a garage and the storage of inflammable goods within 600 feet of a hospital, be and they are hereby waived in so far as said provisions apply to the above mentioned premises.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Disapproved November 16, 1929.

WM. F. BROENING, *Mayor*.

Baltimore, November 26, 1929.

Mr. Augustus M. Denhard, City Register.

I hereby certify that Ordinance No. 1093, entitled "An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage and the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of Stanley Jokubaitis, 105, 107 and 109 Penn Street, and to waive the provisions of Section 448A of the City Charter, which prohibits the erection of a garage and the storage of inflammable goods within 600 feet of a hospital, in so far as said section applies to the above premises," was passed by the City Council on Monday, Nov. 25, 1929, by a vote of 17 to 1, the Mayor's veto to the contrary notwithstanding. The vote to override the Mayor's veto was as follows:

To override Mayor's veto: Messrs. President, Novak, Bauer, Dotterweich, Blake, Briscoe, Klecka, Brandau, Houston, McGuinn, Emerson, Ellison, Musgrave, Albrecht, O'Meara, Busch and Harris.

To sustain Mayor's veto: Mr. Burgess.

Very respectfully,

Gilbert A. Dailey, Chief Clerk.

No. 839.

An ordinance granting permission to John McNicholas to erect a metal garage in the rear of his premises 514 N. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John McNicholas to erect a metal garage 9 ft. wide and

15 ft. long in the rear of his premises 514 N. Curley Street; the said garage to be within 18 in. of a frame extension and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the frame extension shall be fireproofed.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved December 2, 1929.

WM. F. BROENING, *Mayor*.

No. 840.

An ordinance granting permission to John Sisolak to erect a two-story brick addition in the rear of his premises 817 S. Bouldin Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* permission be and the same is hereby granted to John Sisolak to erect a two-story brick addition 9 ft. wide and 12 ft. 10 in. long in the rear of his premises 817 S. Bouldin Street; the said addition to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and, together with the existing building on said premises, to occupy approximately 66% of the area of the lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 2, 1929.

WM. F. BROENING, *Mayor*.

No. 841.

An ordinance granting permission to Lester Norton to erect a one-story brick addition in the rear of his premises 803 S. Lakewood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Lester Norton to erect a one-story brick addition 12 ft. wide and 14 ft. long in the rear of his premises 803 S. Lakewood Avenue; the said addition to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and, together with the existing building on said premises, to occupy approximately 66% of the area of the lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 2, 1929.

WM. F. BROENING, *Mayor*.

No. 842.

An ordinance to condemn, open and grade Camden Street, varying in width from 60 feet to 72.82 feet, from the southeast side of Washington Boulevard to the northwest side of Eislen and Paca Streets, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighteenth day of September, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Camden Street, varying in width from 60 feet to 72.82 feet from the southeast side of Washington Boulevard to the northwest side of Eislen and Paca Streets, the land hereby directed to be condemned for said Camden Street being described as follows:

Beginning for the same at a point on the southeast side of Washington Boulevard as now laid out, at the distance of 168.83 feet northeasterly from the point formed by the intersection of the southeast side of said Washington Boulevard and the northeast side of Green Street, as now laid out; said point of beginning being at the north corner of the land belonging to the Mayor and City Council of Baltimore, Fire Department; and running thence southeasterly 206.42 feet to intersect the division line between the property known as No. 402 Eislen Street, and the property adjoining on the northeast; thence binding on said division line southeasterly 15.98 feet to intersect the northwest side of Eislen Street, as now laid out; thence binding on the northwest side of said Eislen Street northeasterly 31.0 feet to intersect the west side of Paca Street, as now laid out; thence binding on the west side of said Paca Street northerly 50 feet to intersect

the division line between the properties known as No. 312 and No. 310 Paca Street; thence binding on said division line westerly 16.92 feet to intersect a line drawn parallel with and distant 60 feet northeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon northwesterly 140.37 feet to intersect the division line between the properties known as No. 521 and No. 523 Washington Boulevard; thence binding on said division line northwesterly 9.05 feet to intersect the southeast side of said Washington Boulevard; and thence binding on the southeast side of said Washington Boulevard southwesterly 93.92 feet to the place of beginning. The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on eighteenth day of September in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening and grading of said Camden Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in

accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 3, 1929.

WM. F. BROENING, *Mayor*.

No. 843.

An ordinance granting permission to Jos. J. Kouba to erect a metal garage in the rear of his premises 2212 Jefferson Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Jos. J. Kouba to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2212 Jefferson Street; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage, and that the frame overhang is fire-proofed nearest the garage.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 3, 1929.

WM. F. BROENING, *Mayor*.

No. 844.

An ordinance granting permission to Catherine Ilgenfritz to erect a metal garage in the rear of her premises 439 N. Milton Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Catherine Ilgenfritz to erect a metal garage 10 ft. wide and 16 ft. long in the rear of her premises 439 N. Milton Avenue; the said garage to be within 3 ft. 6 in. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 3, 1929.

WM. F. BROENING, *Mayor*

No. 845.

An ordinance permitting certain variations from the Building Code of Baltimore City in the erection of a Public Ramp Garage at the northwest corner of St. Paul and Saratoga Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to St. Paul Garage Corporation, formerly Stoneleigh Stores Company, Inc., which under Ordinance

No. 799, approved August 15, 1929, was granted authority to build a garage at St. Paul and Saratoga Streets.

(1) To install and maintain gasoline and oil distributing systems connecting with and distributing from one location on each floor; the storage tanks for gasoline, to be buried in the ground under sub-basement floor. Said systems are to be of such character as may have been approved as standard by the Fire Underwriter's Laboratories.

(2) To ventilate not exceeding six (6) toilet rooms into the general storage spaces of the garage floors and/or ramp spaces.

(3) To build and maintain each floor as a single area, exclusive of the ramp enclosure, of approximately 30,000 square feet without subdividing walls; the ramp structure to be enclosed in brick wall and all openings from the ramp into said floors areas to be protected by rolling steel doors and/or water curtains as directed by the Buildings Engineer.

(4) To install and maintain not exceeding five (5) doors of metal and wire glass and two (2) cashier windows on the first floor between the garage proper and office and/or corridor leading to the Saratoga Street entrance and two (2) doors and four (4) show windows of metal and wire glass between garage vestibule and stores on either side of same, provided the sills of said openings shall be six inches or more above the garage floor level.

(5) To construct and maintain level floors throughout, provided scuffers are placed in each outside wall bay of each story where in contact with outside air.

(6) To install a "Nordyke," or similar, man lift enclosed in a metal shaft, between all floors, for the sole use of garage employees.

SECTION 2. *And be it further ordained*, That the construction and maintenance of all matters referred to in Section 1 shall be, as to details of method and appliance, subject to the approval of the Inspector of Buildings or other departments having jurisdiction thereover.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 3, 1929.

WM. F. BROENING, *Mayor*.

No. 846.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, in so far as said provisions apply to the premises of Geo. F. Anderson, on the north side of Garrett Street, between Second and Third Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the erection of 18 individual concrete block

garages on the premises of Geo. F. Anderson, on the north side of Garrett Street, between Second and Third Streets.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 3, 1929.

WM. F. BROENING, *Mayor*.

No. 847.

An ordinance to condemn and close an alley, 4 feet wide, lying south of Twenty-first Street and extending from the west side of Mace Street to the east side of an alley, 10 feet wide, lying east of Oak Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the first day of October, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close an Alley with a width of four feet lying south of Twenty-first Street and extending from the west side of Mace Street to the east side of an Alley, 10 feet wide, lying east of Oak Street, the land hereby directed to be condemned for said four foot Alley being described as follows:

Beginning for the same at a point on the west side of Mace Street, distant 81 feet southerly from the corner formed by the intersection of said west side of Mace Street with the south side of Twenty-first Street, which point of beginning is also at the northwest corner of said Mace Street, and an alley, 4 feet wide, there situate;

and running thence southerly binding on the west side of Mace Street 4 feet to the southwest corner of Mace Street and said alley; thence westerly binding on the south side of said alley and parallel with Twenty-first Street 56 feet to the east side of an alley, 10 feet wide, there situate, said east side of said last mentioned alley being distant 94 feet easterly from and parallel with the east side of Oak Street and extending southerly from the south side of Twenty-first Street; thence northerly binding on the east side of said 10 foot alley, 4 feet to the north side of the aforesaid 4 foot alley; and thence easterly binding on said north side of said 4 foot alley and parallel with Twenty-first Street 56 feet to the place of beginning.

The said Alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on first day of October in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said highway shall be closed under the provisions of this ordinance, all sub-surface structures and appurtenances now owned by the Mayor and City Council of Baltimore shall be and continue to be the property of the Mayor and City Council of Baltimore in fee simple, and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation shall first obtain permission and permits therefor, from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in said portion of said highway after the same shall have been closed, until the sub-surface structures and appurtenances shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That on and after the closing of said highway, the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall at all times have access to said property and to all subsurface structures and appurtenances therein, for the purposes of inspection, maintenance, repair, alteration, relocation and/or replacement, of any or all of said structures, and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said four foot Alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto, as well as all amendments thereof, and also any other Acts

of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 5, 1929.

WM. F. BROENING, *Mayor*.

No. 848.

An ordinance to condemn and close an alley, 10 feet wide, lying east of Oak Street and extending from the south side of Twenty-first Street to the south side of an alley, 4 feet wide, lying south of Twenty-first Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the first day of October, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby, authorized and directed to condemn and close an alley with a width of ten feet lying east of Oak Street and extending from the south side of Twenty-first Street to the south side of an alley, 4 feet wide lying south of Twenty-first Street, the land hereby directed to be condemned for said 10 foot alley being described as follows:

Beginning for the same at a point on the south side of Twenty-first Street, distant eighty-four feet easterly from the corner formed by the intersection of said south side of Twenty-first Street, with the east side of Oak Street, said point of beginning being also at the southwest corner of Twenty-first Street and an alley, ten feet wide, there situate and

extending southerly from said Twenty-first Street; and running thence easterly binding on the south side of Twenty-first Street, ten feet to the southwest corner of Twenty-first Street and said alley; thence southerly, binding on the east side of said alley, and parallel with Oak Street eighty-one feet, to the northeast corner of said ten foot alley, and another alley, four feet wide, extending easterly from the east side of said ten foot alley into Mace Street; thence still southerly binding on the east side of said ten foot alley and crossing the westernmost extremity of said four foot alley, four feet, to the southeast corner of said alleys; thence westerly, parallel with Twenty-first Street, ten feet to the west side of said ten foot alley; and thence northerly, binding on the west side of said ten foot alley, parallel with and distant eighty-four feet easterly from the east side of Oak Street, eighty-five feet to the place of beginning. The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on first day of October in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said highway shall be closed under the provisions of this ordinance, all subsurface structures and appurtenances now owned by the Mayor and City Council of Baltimore shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation, shall first obtain permission and permits therefor from the Mayor and City Council of

Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in such portion of said highway after the same shall have been closed until the subsurface structures and appurtenances shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That on and after the closing of said highway the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall, at all times, have access to said property and to all subsurface structures and appurtenances therein, for the purposes of inspection, maintenance, repair, alteration, relocation and/or replacement, of any or all of said structures and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said ten foot alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Arti-

cle 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 5, 1929.

WM. F. BROENING, *Mayor*.

No. 849.

An ordinance to change the name of Frankmere Avenue, from Reisterstown Road to Beaufort Avenue, the new name of said Frankmere Avenue to be Lucile Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Frankmere Avenue, from Reisterstown Road to Beaufort Avenue, be and it is hereby changed and that said Frankmere Avenue shall hereafter be known as Lucile Avenue.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 5, 1929.

WM. F. BROENING, *Mayor*.

No. 850.

AN ORDINANCE ENTITLED
“THE ORDINANCE OF ESTIMATES”
FOR THE YEAR 1930.

SECTION 1. Be it ordained by the Mayor and City Council of Baltimore, That the following amounts are hereby appropriated for the “Departmental Estimates,” “Estimates for New Improvements” and “Estimates for Annual Appropriations” of the Mayor and City Council of Baltimore for the year 1930, as per budget of the Board of Estimates hereto annexed and made a part hereof:

LIST No. 1.

“DEPARTMENTAL ESTIMATES,”

APPEAL TAX COURT.

Salaries.	\$155,350.00	
Expenses.	26,450.00	
		\$181,800.00

BALTIMORE CITY JAIL.

Salaries.	\$81,700.00	
Expenses.	86,850.00	
		\$168,550.00

BALTIMORE MUSEUM OF ART.

Salaries.	\$27,360.00	
Expenses.	14,000.00	
		\$41,360.00

BOARD OF FIRE COMMISSIONERS.

Salaries.	\$2,716,685.00	
Expenses:		
Equipment and Repairs.....	\$42,000.00	
Hose.	10,000.00	
Fuel and Light.....	73,000.00	
Fire Alarm Telegraph Department....	28,000.00	

Pumping Station, Fuel and Oils.....	60,000.00	
Fireboats—Fuel and Oils.....	18,000.00	
Pipe Line System Repairs.....	500.00	
Furniture.	3,500.00	
Accident Insurance	2,000.00	
Washing.	14,322.00	
Office Expenses	500.00	
Sundries.	10,000.00	
Storeroom Supplies	30,000.00	
Overhead and Underground Wires.....	15,000.00	
Chasses, Runabouts, etc.....	7,500.00	
Pumping Station Repairs.....	5,000.00	
Fireboat Repairs	10,000.00	
Municipal Heating Line Repairs.....	1,000.00	
Gasoline, Motor Oils.....	20,000.00	
Fire Alarm Boxes.....	10,000.00	
		360,322.00
		\$3,077,007.00

BOARD OF PARK COMMISSIONERS.**Salaries:**

Office.	\$12,110.00	
Parks.	466,183.40	
Engineer.	10,000.00	
Pools.	33,500.00	
Golf Course, Clifton.....	19,400.00	
Stadium.	20,000.00	
		\$561,193.40

Expenses:

Office.	\$2,325.00	
Parks.	301,600.00	
Engineer.	5,500.00	
Pools.	25,750.00	
Forestry Work	27,000.00	
Ground Rents.	6,820.12	
Playground Athletic League.....	55,000.00	
Stadium.	30,000.00	
Golf Course, Clifton.....	6,600.00	
		460,595.12
		\$1,021,788.52

BOARD OF POLICE EXAMINERS.

Salaries.	\$5,400.00
Expenses.	2,000.00

 \$7,400.00
BOARD OF SCHOOL COMMISSIONERS.

Salaries:

Educational Administration	\$94,400.00
Bureau of Educational Measurements and Research	15,450.00
Division of Art.	31,290.00
Division of Music.	31,120.00
Division of Special Education.	39,260.00
Division of Physical Education and Hygiene.	41,630.00
Hospital Schools	9,800.00
Elementary Schools	4,208,910.00
Demonstration Schools	154,990.00
Junior High Schools.	1,306,040.00
Senior High Schools.	1,216,300.00
Vocational Schools	162,020.00
Summer Schools	33,676.50
Training School	15,250.00
Night Schools	127,515.00
Parental Schools	17,880.00
School and Home Gardens.	7,050.00
Business Office	29,000.00
Employees.	712,102.00

 \$8,253,683.50

Expenses:

Office Supplies and Furniture.	\$1,500.00
Transportation—Superintendent's Staff.	15,000.00
Stationery and Classroom Supplies.	110,000.00
Text Books and Material of Instruction.	155,000.00
Material and Supplies for Junior High Schools.	19,000.00
Material and Supplies for Senior High Schools.	30,000.00
Vocational Supplies	21,000.00
Industrial Art Supplies.	20,000.00
Home Economic Supplies.	10,000.00
Cooking Class Supplies.	14,000.00

Commercial Class Supplies.....	11,000.00	
Summer Schools	1,500.00	
Special Class Supplies.....	11,000.00	
Printing Courses of Study.....	3,000.00	
Library Books—Secondary Schools.....	5,000.00	
Equipment and Materials for Visual In- struction.	2,500.00	
Athletic Supplies	3,000.00	
Field Day (White and Colored).....	1,000.00	
Public School Orchestra.....	1,500.00	
Commencements and Class Days.....	1,200.00	
Attendance Dept., Carfare and Tele- phone Calls	1,400.00	
Emergency Items for Principals.....	1,000.00	
Supplies for Night Schools and Amer- icanization.	7,500.00	
Supplies for Bureau of Research and Statistics.	10,000.00	
Parental School—White	7,000.00	
Parental School—Colored	8,000.00	
School and Home Gardens.....	1,200.00	
		472,300.00
Business Office:		
Advertising.	\$1,200.00	
Office Supplies—Equipment and Furni- ture.	3,300.00	
Transportation for Director of Business Management and Staff.....	4,000.00	
Mimeographing Specifications	600.00	
Carfare, Telephone Calls and General Expenses.	900.00	
Maintenance and Operation Auto Truck.	2,300.00	
		12,300.00
Maintenance and Operating Buildings:		
Light and Power.....	\$85,000.00	
Fuel.	189,000.00	
Engineer's Supplies.	3,200.00	
Janitors' Supplies.	19,500.00	
Cleaning Windows.	3,000.00	
Rent of Telephones (to be expended under supervision of Supervisor of Telephones).	10,000.00	
Playgrounds, Athletic Fields.....	25,000.00	
		334,700.00

Repairs, Replacements—Transfers:

Kindergarten Equipment.	\$400.00	
Furniture and Equipment.....	3,500.00	
Vocational Equipment.	3,000.00	
Industrial Arts Equipment.....	1,000.00	
Home Economics Equipment.....	1,750.00	
Laboratory Equipment.	100.00	
Gymnasium and Playground Equipment..	500.00	
Pianos, Organs, Victrolas.....	1,000.00	
Window Shades.	3,750.00	
Drinking Fountains.	2,000.00	
Portables.	17,500.00	
Commercial Equipment.	500.00	
		35,000.00

Repair Shop:

Supplies and Material.....	\$5,000.00	
Tools and Equipment.....	500.00	
Carfare, Telephone Calls and General Expenses.	1,200.00	
		6,700.00

Miscellaneous:

Department of Education Bulletins....	\$4,000.00	
Material for Printing Forms.....	2,000.00	
Extension Courses and Extension Fea- tures.	3,000.00	
Open Air Class Lunches.....	10,000.00	
Milk and Pupil Lunches.....	15,000.00	
Lunches for Crippled Children.....	3,000.00	
Postage.	4,500.00	
Rent.	6,500.00	
Hauling.	5,000.00	
Conveying Children to and from School.	25,000.00	
Repairs to Schools.....	125,000.00	
Grading and Surfacing School Yards....	25,000.00	
		228,000.00

Expenses.	\$1,089,000.00
Salaries.	8,253,683.50

\$9,342,683.50

**BOARD OF TRUSTEES OF THE EMPLOYEES
RETIREMENT SYSTEM.**

Salaries.	\$13,900.00
Expenses.	9,000.00

BOARD OF ZONING APPEALS.

Salaries.	\$18,800.00
Expenses.	1,500.00
	\$20,300.00

BUREAU OF AUDITS.

Salaries.	\$31,650.00
Expenses.	2,491.50
	\$34,141.50

BUREAU OF RECEIPTS.

Salaries:	
Administrative and Results Division....	\$40,700.00
Billing Division	43,000.00
Collection Division	55,300.00
Central Division	22,900.00
	\$161,900.00
Expenses:	
Advertising.	\$1,500.00
Tax Computers	800.00
City Directories	105.00
Bond Premiums—Fidelity Indemnity....	6,500.00
Carfare and Transportation.....	600.00
Addressograph Supplies.....	1,000.00
License Tags	2,800.00
Seasonal Employees	11,000.00
Delivery of Tax Sale Notices.....	3,300.00
Stationery and Printing, including cost of collection at Banks and Miscellaneous	11,000.00
	38,605.00
	\$200,505.00

CENTRAL PURCHASING BUREAU.

Salaries.	\$16,550.00
Expenses.	2,500.00
	\$19,050.00

ORDINANCES.

CITY COUNCIL.

Salaries.	\$62,200.00	
Expenses.	12,000.00	
		\$74,200.00

CITY LIBRARIAN.

Salaries.	\$6,700.00	
Expenses.	2,100.00	
		\$8,800.00

CITY REGISTER.

Salaries.	\$18,950.00	
Salaries, Comm. Finance.....	500.00	
		\$19,450.00
Advertising Laws	\$1,000.00	
Comm. Finance Expense.....	7,500.00	
City Register's Expense.....	3,000.00	
		11,500.00
		\$30,950.00

CITY SERVICE COMMISSION.

Salaries.	\$17,300.00	
Expenses.	2,500.00	
		\$19,800.00

COMMISSIONER OF HEALTH.

Salaries:		
Office.	\$21,100.00	
Bureau of Vital Statistics.....	14,100.00	
Bureau of Sanitation.....	64,000.00	
Bureau of Communicable Diseases....	94,750.00	
Bureau of Bacteriology.....	30,700.00	
Bureau of Chemistry and Food.....	79,400.00	
Bureau of Meat Inspection.....	50,400.00	
Bureau of Nursing.....	185,900.00	
Bureau of Child Welfare.....	52,850.00	
Extension of Health Education and Physical Training in Public Schools....	26,500.00	
Sydenham Hospital	90,270.00	
		709,970.00

Expenses:

Disinfectants.	\$200.00
Antitoxin.	12,000.00
Vaccine Virus	2,500.00
Prevention of Infectious Diseases.....	6,500.00
Nursing Division	3,500.00
Tuberculosis Dispensaries	2,000.00
Morgue and City Burials.....	1,250.00
Dairy Farm Inspection, Expenses and Transportation.	14,000.00
Chemical Laboratory	3,500.00
Bacteriological Laboratory	8,500.00
Incidentals.	5,000.00
Care of City Patients.....	500.00
Maintenance of Automobiles.....	35,000.00
Vital Statistics	2,500.00
Bureau for Prevention of Infant Mor- tality.	12,000.00
Westport Centre	700.00
Curtis Bay Clinic	1,200.00
New Work for Bureau.....	1,450.00
Dental Clinics	3,500.00
Extension of Health, Education and Phy- sical Training in Public Schools.....	500.00
Robert Garrett Hospital.....	2,500.00
Meat Inspection	1,300.00
Gas Inspection	300.00

 120,400.00

Sydenham Hospital Expenses:

Miscellaneous.	\$1,200.00
Medical and Surgical Instruments....	3,000.00
Pharmacists Supplies	1,000.00
Housekeeping Supplies	4,000.00
Laundry Supplies	1,500.00
Food.	35,000.00
Maintenance and Repair Water Vehi- cles.	3,500.00
Maintenance Building, Machinery and Piping.	2,000.00
Maintenance Power House, Coal, etc...	10,000.00

Gas and Electricity Bills.....	4,500.00	
Maintenance of X-ray.....	500.00	
		66,200.00
		\$896,570.00

COMPTROLLER.

Office:		
Salaries.	\$17,300.00	
Expenses.	6,000.00	
		\$23,300.00
Broadway Pier:		
Salaries.	\$8,800.00	
Expenses.	5,000.00	
		13,800.00
Bureau of Disbursements:		
Salaries.		27,450.00
Central Payroll Bureau:		
Salaries.	\$35,000.00	
Expenses.	9,907.00	
		44,907.00
Comfort Stations:		
Salaries.	\$21,152.00	
Expenses.	5,600.00	
		26,752.00
Harbor Master:		
Salaries.	\$10,750.00	
Expenses.	1,400.00	
		12,150.00
Municipal Post Office:		
Salaries.	\$5,300.00	
Expenses.	35,400.00	
		40,700.00
Municipal Telephone Service:		
Salaries.	\$19,600.00	
Expenses.	59,742.00	
		79,342.00
Superintendent of Markets:		
Salaries.	\$24,850.00	
Expenses.	6,295.00	

ORDINANCES.

265

Electric Current for Markets and Market Halls.	14,000.00	
		45,145.00
Total Comptroller.....		\$313,546.00

COURTS.

Superior Court Expenses.....	\$27,000.00	
Baltimore City Court Expenses.....	32,000.00	
Court of Common Pleas.....	11,000.00	
Criminal Court Expenses	105,000.00	
Prisoners' Aid Association.....	3,000.00	
Trust Department—Supreme Bench.....	350.00	
Magistrates' Salaries	35,600.00	
		\$213,950.00

JUVENILE COURT.

Salaries.	\$26,400.00	
Expenses.	2,825.00	
		\$29,225.00

ORPHANS' COURT.

Salaries.	\$17,524.00	
Expenses.	50.00	
		\$17,574.00

PEOPLE'S COURT.

Salaries.	\$94,500.00	
Expenses.	8,500.00	
		\$103,000.00

PROBATION DEPARTMENT.

Salaries.	\$28,800.00	
Expenses.	600.00	
		\$29,400.00

SUPREME BENCH.

Salaries.	\$149,375.00	
Expenses.	1,150.00	
		150,525.00

Total Courts.....		\$543,674.00
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DEPARTMENT OF LEGISLATIVE REFERENCE.

Salaries.	\$7,050.00	
Expenses.	900.00	
		\$7,950.00

DEPARTMENT OF PUBLIC WORKS.

Chief Engineer:		
Salaries.	\$20,600.00	
Expenses.	7,000.00	
		\$27,600.00

Bureau of Buildings:

Salaries:		
Office and Inspection.....	\$160,000.00	
Municipal Office Building.....	37,900.00	
Care of People's Court.....	4,700.00	
Care of Police Headquarters Building	15,300.00	
Care of Court House.....	48,500.00	
Care of City Hall.....	38,100.00	
		\$304,500.00

Expenses:

Lighting Municipal Buildings.....	\$26,500.00	
Care of Municipal Building.....	6,000.00	
Care of People's Court.....	3,020.00	
Care of Police Headquarters Bldg....	4,825.00	
Care of Court House.....	5,225.00	
Care of City Hall.....	5,722.00	
Incidentals, Stationery and Printing..	3,000.00	
Transportation.	13,000.00	
Repairs to City Property.....	376,000.00	
Repairs to Library Buildings.....	24,000.00	
Maintenance and Upkeep City Owned and Operated Elevators.....	14,320.00	
		481,612.00

\$786,112.00**Bureau of Harbors:**

Salaries:	
Office.	\$17,100.00
Municipal Boats	27,472.00
Municipal Radio Station.....	4,620.00
Repairs to Wharves.....	2,500.00

ORDINANCES.

267

Drawbridges.	14,800.00	
Municipal Airport	9,600.00	
		\$76,092.00

Expenses:

Incidentals.	\$1,200.00	
Surveys.	4,000.00	
Dredging.	60,000.00	
Municipal Boats	75,000.00	
Municipal Radio Station.	1,880.00	
Excursions.	3,000.00	
Repairs to Wharves.	32,000.00	
Drawbridges.	7,500.00	
Broadway Ferry	35,000.00	
Municipal Airport	19,000.00	
		238,580.00
		\$314,672.00

Bureau of Highways:

Salaries:

Office and Stores.	\$15,900.00	
Maintenance Division	42,250.00	
Inspection Division	17,850.00	
		\$76,000.00

Expenses:

Repairing Roads and Streets.	\$1,196,000.00	
Replacing Wornout Paving.	200,000.00	
Surfacing with Cinders.	20,000.00	
Maintenance Autos and Trucks.	15,300.00	
Maintenance Bridges and Culverts.	80,000.00	
Maintenance Harbor Belt R. R.	2,250.00	
Maintenance Storage Yards.	6,300.00	
Transportation.	5,400.00	
		1,525,250.00
		\$1,601,250.00

Bureau of Mechanical-Electrical Service:

Salaries:

Operating and Maintenance Completed		
Conduits.	\$29,200.00	
Incinerator Division	9,800.00	
Mechanical Division	14,400.00	
Lighting Division	25,000.00	
		\$78,400.00

Expenses:

Operating and Maintenance Completed

Conduits.	\$20,000.00	
Incinerator Division	185,000.00	
Mechanical Division	17,000.00	
Gas Lighting and Maintenance.	473,292.85	
Electric Lighting and Maintenance.	1,041,761.23	
		1,737,054.08
		\$1,815,454.08

Bureau of Plans and Surveys:

Salaries:

City Plan Division.	\$13,375.00	
Drafting Division	95,025.00	
Survey Division	39,760.00	
Property Location Division.	22,200.00	
		\$170,360.00

Expenses.	17,650.00	
		\$188,010.00

Bureau of Sewers:

Salaries:

Sewer Division	\$35,200.00	
Sewerage Pumping Station.	25,800.00	
Sewerage Disposal Plant.	19,000.00	
		\$80,000.00

Expenses:

Maintenance and Operation of Swerage and Drainage System.	\$230,000.00	
Maintenance and Operation of Swerage Pumping Station	49,000.00	
Maintenance and Operation of Back River Sewerage Treatment Works.	106,000.00	
Maintenance Autos. Trucks and New Equipment.	18,000.00	
		403,000.00
		\$483,000.00

Bureau of Standards:

Salaries:

Laboratory.	\$17,050.00	
Inspection of Weights and Measures.	18,650.00	
		\$35,700.00

Expenses:		
Laboratory	\$2,600.00	
Division of Weights and Measures.	2,000.00	
		12,600.00
		\$18,200.00
Bureau of Stores:		
Salaries	\$15,200.00	
Expenses	25,000.00	
		\$14,200.00
Bureau of Street Cleaning:		
Salaries		\$17,200.00
Expenses:		
Incidentals	\$1,700.00	
Street Carts and Men	150,000.00	
Sweepers	150,000.00	
Garbage and Ashes	780,000.00	
Removal and Final Disposal of Garbage	265,000.00	
Tools and Repairs	2,200.00	
Removal of Ashes	30,000.00	
Removal of Rubbish	672,000.00	
Collection, Hauling and Disposal of Oils and Waste	2,430.00	
Market Cleaning	10,000.00	
Extermination of Mosquitos	25,000.00	
		2,159,830.00
		\$2,211,430.00
Bureau of Transportation:		
Salaries		\$12,100.00
Bureau of Water Supply:		
Salaries:		
Executive Division	\$11,500.00	
Service Division	78,200.00	
Accounting Division	30,300.00	
Filtration Division	16,700.00	
Engineering Division	16,200.00	
Construction Division	18,200.00	
Maintenance Division	78,400.00	
Pumping Station Division	62,700.00	
		\$374,200.00

Expenses:

Labor.	\$639,900.00	
Paving.	50,000.00	
General Expenses	9,200.00	
Operating Expenses	345,350.00	
Maintenance Expenses	88,700.00	
Miscellaneous Expenses	62,000.00	
New Properties	14,500.00	
Stock, Material and Supplies.	189,100.00	
		1,398,750.00

Grand Total Bureau of Water Supply. \$1,613,050.00

Total Department of Public Works. \$9,157,778.08

ENOCH PRATT FREE LIBRARY.

Salaries.	\$264,118.80	
Expenses.	166,110.00	
		\$430,228.80

FREE PUBLIC BATH COMMISSION.

Salaries.	\$89,417.52	
Expenses.	22,585.00	
		\$112,002.52

LAW DEPARTMENT.

Salaries.	\$88,750.00	
Expenses.	7,500.00	
Judgments and Suits.	30,000.00	
		\$126,250.00

MAYORALTY.

Salaries.	\$30,000.00	
Expenses.	12,500.00	
		\$42,500.00

MUNICIPAL EMPLOYMENT BUREAU.

Salaries.	\$3,600.00	
Expenses.	200.00	
		\$3,800.00

MISCELLANEOUS GENERAL EXPENDITURES.

Insurance on City Property.	\$53,000.00
Maryland Academy of Science.	2,500.00
Board of Estimates (of which \$50,000 is the Contingent Fund authorized by	

Section 38 of the Baltimore City Charter, and the balance of the \$100,000 is the amount estimated for the expenses to be expended by said Board in the necessary conduct of the public business	150,000.00
Additional Departmental Funds (to the several Departments, Boards, Commissioners, Officers, and other Agencies of the City Government for additional and extraordinary expenses, and to be expended as needed by said Agencies subject to the approval of the Board of Estimates.)	150,000.00
Second Installment reimbursing Public Improvement Commission for Funds advanced for Small Water Mains—	
Minutes Board of Estimates 2-27-28...	50,000.00
Municipal Band.	20,000.00
Baltimore Symphony Orchestra.	33,000.00
Municipal Director of Music.	2,000.00
Playground Athletic League:	
Colored Recreation Work.. \$10,200.00	
General. 25,000.00	
Schools. 9,600.00	
Summer Playgrounds. 5,000.00	
	49,800.00
Advertising Preparation, etc., Ordinance of Estimates.	4,000.00
Transportation to House of Correction..	1,200.00
Special Medical Examination.	1,000.00
Supervisor of Assessments:	
Salary. \$2,400.00	
Expense. 1,500.00	
	3,900.00
Advertising Advantages of Port.	10,000.00
Ground Rents on City Property.	55,000.00
Industrial Bureau Board of Trade.	12,500.00
Export and Import Board of Trade.	12,500.00
Municipal Athletic Games.	800.00
Publication Municipal Journal.	15,000.00
Care of War Memorial Building; Half of which is to be received from the State.	17,000.00

Roosevelt Park Recreation Centre.....	2,000.00	
Repairs to Rented City Property.....	3,500.00	
Morgan College.	1,600.00	
Special Funds to be utilized for Paving and Bridges under direction of Board of Estimates.	300,000.00	
Grading Broening Park.....	100,000.00	
Refunding unclaimed checks and over- payments.	25,000.00	
		\$1,075,300.00

PORT DEVELOPMENT COMMISSION.

Salaries.	\$8,600.00	
Expenses.	1,000.00	
		\$9,600.00

POLICE DEPARTMENT.

Salaries.	\$4,224,930.00	
Expenses.	311,254.00	
		\$4,536,184.00

STATE'S ATTORNEY.

Salaries.	\$44,530.00	
Expenses.	4,525.00	
		\$49,055.00

SUPERVISORS CITY CHARITIES.

Salaries:		
Office.	\$21,000.00	
Dispensary.	10,060.00	
Baltimore City Hospitals.....	249,830.00	
		\$280,890.00
Expenses:		
Office.	\$2,215.00	
Care of Insane	343,750.00	
City Patients in Hospitals.....	260,949.00	
Destitute and Neglected Children....	75,000.00	
Dispensary Service	8,800.00	
Temporary Care Homeless Men.....	2,000.00	
Maryland Workshop for the Blind....	25,000.00	
Transportation of the Poor.....	2,000.00	
Reformatories.	193,000.00	
Maryland School for the Blind.....	12,000.00	
Mothers' Relief Fund.....	28,405.20	
		953,119.20

Baltimore City Hospital Expenses:

Provisions.	\$215,000.00	
Fuel and Light.	35,000.00	
Clothing and Bedding.	22,000.00	
Drugs and Hospital Supplies.	38,000.00	
Horses and Cows.	1,000.00	
Laboratory Supplies	5,000.00	
General Expenses	65,000.00	
Repairs to Power Plant.	15,000.00	
Motor Equipment and Repairs.	5,000.00	
Laundry Equipment	10,000.00	
		411,000.00
		\$1,645,009.20

SUPERVISOR OF ELECTIONS.

Salaries.	\$42,700.00	
Expenses.	37,285.00	
Judges, Clerks and Room Rent, Primary Election.	58,116.00	
Primary Election Expenses.	33,950.00	
Judges and Room Rent, Registration..	126,920.00	
Expenses Registration	24,400.00	
Judges, Clerks and Room Rent, General Election.	58,116.00	
General Election Expenses.	37,925.00	
		\$419,412.00

SUMMARY LIST No. 1.

Salaries.	\$19,606,631.22
Expenses.	14,032,863.90
Total.	\$33,639,495.12

LIST No. 2.**"ESTIMATES FOR NEW IMPROVEMENTS."****BOARD OF FIRE COMMISSIONERS.**

Cables Required for Removal of Overhead Wires— Edmondson Avenue from Poplar Grove Street to Walnut Avenue	\$2,509.25
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BOARD OF PARK COMMISSIONERS.

Park Extension	\$52,800.00	
Special Land Acquirements.....	28,992.14	
General Improvements	77,619.34	
		\$159,411.48

BOARD OF SCHOOL COMMISSIONERS.

Equipment for Old Buildings:		
Special Class Rooms.....	\$1,500.00	
Kindergartens.	1,000.00	
Furniture.	12,000.00	
Junior High Schools.....	4,500.00	
Senior High Schools.....	4,500.00	
Vocational Schools	10,000.00	
Industrial Art Rooms.....	4,000.00	
Home Economics	2,000.00	
Commercial Rooms	500.00	
Laboratories.	2,000.00	
Pianos, Organs and Victrolas.....	2,000.00	
Gymnasiums and Playgrounds.....	1,000.00	
Drinking Fountains	750.00	
Attendance and Census Bureau.....	500.00	
Lunch Room, Eastern High School....	15,000.00	
Equipment for Hospital Rooms.....	1,000.00	
Equipment for New Buildings.....	75,000.00	
Improvements to Schools.....	300,000.00	
		\$437,250.00

BUREAU OF RECEIPTS.

New Equipment	\$20,710.00
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COMMISSIONERS FOR OPENING STREETS.

(To be taken from Second Paving and Bridge Serial 1933-1952 Loan.)

Salaries.	\$21,700.00	
Expenses.	2,500.00	
Damages and Miscellaneous—Street Openings.	500,000.00	
		\$524,200.00

DEPARTMENT OF PUBLIC WORKS.**Bureau of Harbors:**

Dredging McComas Street Terminal....	\$125,000.00	
Reconditioning Ice Boat Annapolis.....	48,000.00	
Pumping Material Over Bulkhead at Air- port.	120,000.00	
		\$293,000.00

Bureau of Highways:

(\$28,713.65 to be taken from Paving and Bridge
Serial 1936-65 Loan and \$1,667,986.35 to be taken
from Second Paving and Bridge Serial 1933-52
Loan.)

Construction Salaries	\$15,900.00	
Paving Salaries	110,800.00	
		\$126,700.00
Bridge and Grade Crossing. .	\$400,000.00	
Paving and Expense of Pav- ing.	1,170,000.00	
		1,570,000.00
		1,696,700.00

Bureau of Mechanical Electrical Service:

(\$4,546.75 to be taken from Second Conduit Serial
1936-65 Loan and \$314,853.25 to be taken from
Third Conduit Serial 1933-67 Loan.)

Construction Division Salaries.....	\$19,400.00	
Bridges and Grade Salaries to be taken from Second Paving and Bridge Serial 1933-52 Loan	3,750.00	
Labor and Material New Conduits.....	290,000.00	
Paving.	10,000.00	
		323,150.00

Bureau of Plans and Surveys:

(\$4,500.00 to be taken from Second Sewer Serial
1936-75 Loan and \$55,900.00 to be taken from Sec-
ond Paving and Bridge Serial 1933-52 Loan.)

Salaries.	\$58,400.00	
Expenses.	2,000.00	
		60,400.00

Bureau of Sewers:

(\$5,061.72 to be taken from Second Sewer Serial
1936-75 Loan and \$2,987,438.28 to be taken from
Third Sewer Serial 1933-67 Loan.)

Salaries.	\$174,350.00	
Extension of Sewerage and Drainage System.	2,688,150.00	
Purchase of Land and Private Rights of Way	130,000.00	
		2,922,500.00
Bureau of Street Cleaning:		
New Equipment	50,000.00	
Total Department of Public Works.	\$5,415,750.00	

MISCELLANEOUS.

Purchase and acquisition of ground rents on municipal property or other capital expenditures, subject to approval of Board of Estimates. (To be taken from Mayor and City Council Real Property Account.	400,000.00
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PORT DEVELOPMENT COMMISSION.

To be taken from Harbor Serial Loan 1933-67 Harbor Improvement.	2,000,000.00	
Total List Number 2.	\$8,959,830.73	

LIST No. 3.

"ESTIMATES FOR ANNUAL APPROPRIATIONS."

BOARD OF FIRE COMMISSIONERS.

Firemen's Regular Pensions.	\$174,808.16	
Pensions and Workmen's Compensation for Firemen's Widows	12,000.00	
		\$186,808.16

BOARD OF PARK COMMISSIONERS.

Interest on Park Improvement 1955 Loan.	\$40,000.00	
Sinking Fund.	8,800.00	
		\$48,800.00

BUREAU OF RECEIPTS.

Interest on Funded Debt.	\$70,000.00
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CITY REGISTER.

Interest on Funded Debt..... \$7,010,455.25

MISCELLANEOUS ANNUAL APPROPRIATIONS.

Maryland Institute	\$30,000.00
Library Co. Baltimore Bar.....	3,000.00
Workmen's Compensation, Liability Fund	45,000.00
Pension Fund for Aged and Disabled Employees (Section 361, Chapter 498, Acts of 1916).....	70,000.00
Retirement Fund	1,194,877.00
Collection of Stray Dogs.....	13,400.00
Coroners.	10,583.38
	\$1,366,860.38

SINKING FUNDS.

Four Million 1945 Loan (.005).....	\$43,894.56
Annex Improvement 1951 Loan.....	29,500.00
Paving 1951 Loan.....	59,000.00
Annex Improvement 1954 Loan.....	17,500.00
Burnt District Improvement Loan (.02)....	175,578.24
Highway Harbor 1955 Loan.....	17,700.00
Public Park Improvement 1955 Loan (to be taken from Railway Park tax and pro- vided for in budget Board of Park Com- missioners.	8,800.00
New Engine House 1957 Loan.....	8,800.00
New School House 1957 Loan.....	8,800.00
Conduit 1958 Loan.....	7,600.00
Water 1958 Loan	38,000.00
Burnt District 1960 Loan.....	7,600.00
Dock Improvement 1961 Loan.....	15,200.00
Jones Falls Improvement 1961 Loan.....	7,600.00
School House 1961 Loan.....	11,400.00
New Sewerage Improvement 1961 Loan...	76,000.00
Conduit 1962 Loan.....	15,200.00
New Sewerage Improvement 1980 Loan...	37,000.00
Hospital Serial 1922-41 Loan.....	33,000.00
Conduit Serial 1918-42 Loan.....	38,000.00
School Serial 1918-42 Loan	38,000.00
General Improvement Serial 1922-46 Loan.	\$85,000.00

Annex Serial 1918-47 Loan.....	57,000.00	
Second School Serial 1924-48 Loan.....	456,000.00	
Police Station House Serial 1925-49 Loan.....	29,000.00	
Sewer Serial 1916-55 Loan.....	52,000.00	
Water Serial 1922-61 Loan.....	184,000.00	
Second Water Serial 1925-64 Loan	128,000.00	
		\$2,405,172.80
Less:		
Public Park Improvement 1955 Loan included in Budget of Board of Park Commissioners.....	8,800.00	
		\$2,396,372.80
Total List No. 3.....	\$11,079,296.59	

SUMMARY.

List No. 1.....	\$33,640,095.12
List No. 2.....	8,959,830.73
List No. 3.....	11,079,296.59
	\$53,679,222.44

SEC. 2. And be it further ordained, That changes be and the same are hereby made in the per annum salaries of the following officials and employees, the amount of said changes being included in the items of salaries for the respective departments hereinbefore set forth, namely:

APPEAL TAX COURT.

Increases:

Presiding Judge	\$200.00
Principal Assessment Clerk	50.00
Senior Clerk	50.00
3 Junior Clerks at \$50.00.....	150.00
2 Junior Typists at \$100.00.....	200.00
Junior Typist	50.00
2 Real Property Assessors at \$100.00.....	200.00
Real Property Assessor	50.00
Real Property Assessor.....	200.00

ORDINANCES.

279

Security Assessor	50.00
Security Assessor	200.00
Personal Property Assessor.....	100.00
Personal Property Assessor	200.00
2 Personal Property Assessors at \$50.00.....	100.00
Remington Wahl Machine Operator.....	200.00
Decrease:	
Personal Property	300.00

BOARD OF FIRE COMMISSIONERS.

Increases:

Departmental Secretary	\$100.00
Secretary-Stenographer.	100.00
Principal Clerk	100.00
Senior Stenographer	100.00
Chief Fire Department	600.00
4 Deputy Chiefs at \$200.00.....	800.00
24 Battalion Chiefs at \$100.00.....	2,400.00
Superintendent of Machinery.....	100.00
2 Assistant Superintendents Machinery at \$100.00..	200.00
94 Fire Captains at \$100.00.....	9,400.00
92 Fire Lieutenants at \$100.00.....	9,200.00
4 Marine Enginemen at \$100.00.....	400.00
2 Head Enginemen at \$100.00.....	200.00
52 Fire Enginemen at \$100.00.....	5,200.00
16 Assistant Marine Enginemen at \$100.00.....	1,600.00
60 Assistant Enginemen at \$100.00.....	6,000.00
10 Mates at \$100.00.....	1,000.00
21 Steam Firemen at \$100.00.....	2,100.00
968 Firemen at \$100.00.....	96,800.00
30 Firemen at \$200.00.....	6,000.00
2 Blacksmiths at \$100.00.....	200.00
6 Repairmen at \$100.00.....	600.00
Marine Machinist	100.00
Boilermaker.....	100.00
Wagon Repairman	100.00
2 Painters at \$100.00.....	200.00
2 Department Surgeons at \$300.00.....	600.00
Superintendent of Telegraph.....	100.00
Assistant Superintendent of Telegraph.....	100.00
Assistant Superintendent, Telegraph—Batteries.....	100.00
7 Fire Alarm Operators at \$100.00.....	700.00

7 Fire Alarm Telephone Operators at \$100.00.....	700.00
11 Linemen at \$100.00.....	1,100.00
Janitress.....	50.00
New Position:	
Lieutenant.....	1,975.00
Position Abolished:	
Fireman.....	1,600.00

BOARD OF TRUSTEES OF THE EMPLOYEES RETIREMENT SYSTEM.

Increases:	
Senior Clerk	\$100.00
Senior Stenographer	100.00
New Position:	
National Cash Register Operator.....	1,200.00

BOARD OF ZONING APPEALS.

Increases:	
Assistant Civil Engineer of Zoning.....	\$200.00
Senior Stenographer	100.00
Senior Stenographer	200.00

BUREAU OF AUDITS.

Increases:	
City Auditor	\$500.00
Principal Account Clerk.....	100.00
Principal Account Clerk.....	250.00
New Positions—Transferred from Bureau of Receipts, not actually new:	
Junior Stenographer	1,100.00
3 Junior Clerks at \$1,100.00.....	3,300.00
2 Billing Machine Operators at \$900.00.....	1,800.00
Hollerith Machine Operator.....	900.00
Principal Account Clerk.....	1,500.00
Senior Clerk	1,500.00

BUREAU OF RECEIPTS.

Administrative and Results Division.

Increases:	
Principal Account Clerk.....	\$500.00
2 Senior Clerks at \$200.00.....	400.00

Messenger.	100.00
2 Senior Clerks at \$100.00.	200.00
5 Addressograph Operators at \$100.00.	500.00
Senior Account Clerk.	400.00
Senior Clerk	200.00
Senior Account Clerk.	100.00
Addressograph Operator	400.00
New Position:	
Addressograph Operator	900.00
Positions Abolished:	
Supervisor of Results.	4,500.00
Senior Clerk	2,000.00
Billing Machine Operator.	1,300.00

Billing Division.

Increases:	
Deputy Manager and Supervisor of Billing.	1,000.00
Principal Account Clerk.	200.00
4 Senior Clerks at \$100.00.	400.00
Senior Clerk	300.00
Senior Clerk	200.00
Junior Clerk	400.00
4 Junior Clerks at \$100.00.	400.00
2 Senior Clerks at \$100.00.	200.00
Senior Account Clerk.	100.00
Billing Machine Operator.	100.00
Positions Abolished:	
Senior Clerk	1,700.00
Senior Account Clerk.	1,700.00
Junior Clerk	1,200.00

Collection Division.

Increases:	
Principal Account Clerk.	200.00
3 Senior Account Clerks at \$100.00.	300.00
Senior Clerk	400.00
Remington Wahl Operator.	100.00
2 Senior Clerks at \$100.00.	200.00
Senior Clerk	300.00
Positions Abolished:	
Senior Clerk	1,700.00
Junior Clerk	1,300.00
Senior Clerk	1,400.00

Controls Division.

Increases:

Junior Stenographer	100.00
Hollereith Machine Operator.....	100.00
Senior Clerk	100.00

CENTRAL PURCHASING BUREAU.

Increase:

Senior Clerk	\$200.00
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New Position:

Junior Typist	1,000.00
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CITY LIBRARIAN.

Increases:

Senior Stenographer	\$100.00
Junior Clerk	100.00
Senior Clerk	100.00

COMMISSIONER OF HEALTH.**Office.**

Increases:

Secretary.	\$100.00
2 Senior Stenographers at \$100.00.....	200.00

Bureau of Vital Statistics.

Increases:

Statistical Clerk	100.00
Senior Clerk	100.00
3 Senior Clerks at \$200.00.....	600.00

Bureau of Sanitation.

Increases:

Assistant Commissioner of Health.....	500.00
Chief Plumbing Inspector.....	300.00
Assistant Chief Plumbing Inspector.....	250.00
14 Plumbing Inspectors at \$100.00.....	1,400.00
4 Senior Clerks at \$100.00.....	400.00
8 Sanitary Inspectors at \$100.00.....	800.00
Senior Clerk.	100.00
Principal Clerk.	100.00

Bureau of Communicable Diseases.

Increases:

Senior Stenographer.	100.00
Senior Clerk.	100.00
Junior Stenographer.	100.00

New Positions:

4 Health Officers at \$750.00.	3,000.00
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Bureau of Bacteriology.

Increases:

Senior Bacteriologist.	100.00
Junior Bacteriologist.	100.00
2 Laboratory Assistants at \$100.00.	200.00

Bureau of Chemistry and Food.

Increases:

Assistant Director.	100.00
Laboratory Assistant.	100.00
Laboratory Assistant.	200.00
Chief Division Pastuerization.	500.00
16 Food Inspectors at \$100.00.	1,600.00
Food Inspector.	200.00
Chief Division Food Inspector.	450.00
Chief Division Dairy Farm Inspector.	250.00
5 Dairy Farm Inspectors at \$100.00.	500.00
2 Senior Stenographers at \$100.00.	200.00
Laboratory Helper.	100.00
Chief Division Chemistry Technology.	100.00
Senior Clerk.	100.00

Bureau of Meat Inspection.

Increases:

Chief.	500.00
10 Veterinary Inspectors at \$200.00.	2,000.00
11 Meat Inspectors at \$100.00.	1,100.00

New Position:

Veterinary Inspector.	2,500.00
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Bureau of Nurses.

New Positions:

5 Public Health Nurses at \$1,400.00.	7,000.00
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Bureau of Child Welfare.**Increases:**

Director.	300.00
Assistant Director	100.00
2 Junior Typists at \$100.00	200.00
Obstetrician.	100.00

New Positions:

2 Health Officers at \$1,000.00	2,000.00
Dentist.	600.00

Position Abolished:

Janitor.	520.00
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**Extension of Health Education and Physical Training
in Public Schools.****Increases:**

12 Public Health Nurses at \$100.00	1,200.00
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Sydenham.**Increase:**

Senior Clerk	100.00
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New Position:

Domestic.	500.00
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Position Abolished:

General Laborer	650.00
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COMMISSIONERS FOR OPENING STREETS.**Increases:**

President.	\$200.00
2 Commissioners at \$800.00	1,600.00
Secretary.	200.00
Senior Clerk	100.00
Junior Stenographer	100.00
Junior Clerk	100.00

New Position:

Junior Stenographer	1,100.00
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COMPTROLLER.**Office:****Increases:**

Deputy Comptroller and Clerk of Board of Estimates.	\$500.00
Secretary-Stenographer.	100.00
Appraisal Engineer	100.00

Position Abolished:

Junior Clerk	1,700.00
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Broadway Pier:

Increases:

Warehouseman and Wharfinger	100.00
Public Attendant	100.00

Bureau of Disbursements:

Increases:

Chief of Bureau.....	500.00
2 Principal Account Clerks at \$300.00.....	600.00
Principal Account Clerk	200.00
2 Senior Clerks at \$100.00.....	200.00
2 Elliott-Fisher Operators at \$100.00.....	200.00
Calculating Machine Operator	100.00
Junior Stenographer	100.00
Junior Clerk.	100.00

New Position:

Messenger.	700.00
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Positions Abolished:

Remington Wahl Operator	2,500.00
Elliott-Fisher Operator	1,500.00
Junior Clerk	750.00

Central Payroll Bureau:

Increases:

Chief of Bureau	450.00
2 Junior Clerks at \$200.00.....	400.00
Junior Clerk	100.00
5 Senior Clerks at \$100.00.....	500.00
Addressograph Operator	100.00
Principal Account Clerk	100.00
Senior Stenographer	50.00
Messenger.	50.00

Comfort Stations:

New Positions:

Public Attendant	936.00
Public Attendant	624.00

Harbor Master:

Increases:

Chief Warfinger	100.00
2 Wharfingers at \$150.00.....	300.00

Decrease:

Wharfinger.	250.00
Position Abolished:	
Junior Clerk	1,600.00

Municipal Telephone Exchange.

New Position:

Telephone Operator	1,000.00
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Increase:

Junior Stenographer	100.00
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Superintendent of Markets.

Increases:

Superintendent.	200.00
Market Master—Hollins	100.00

COURTS.**Juvenile Court.**

New Position:

Court Supervisor	\$2,500.00
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Increase:

Probation Officer	400.00
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Probation Department.

Increases:

Chief Probation Officer.	800.00
5 Probation Officers at \$200.00.	1,000.00

New Positions:

3 Probation Officers at \$1,600.00.	4,800.00
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Decrease:

Cashier.	200.00
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Supreme Bench.

Increase:

Bailiff.	500.00
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DEPARTMENT OF LEGISLATIVE REFERENCE.

Increase:

Legislative Reference Librarian.	\$250.00
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DEPARTMENT OF PUBLIC WORKS.**Chief Engineer.****Increases:**

Associate Civil Engineer.....	\$500.00
Department Secretary	200.00
Principal Clerk	100.00

Bureau of Buildings.**Increases:**

Building Construction Engineer	200.00
18 Building Inspectors at \$100.00.....	1,800.00
15 Electrical Installation Inspectors at \$100.00.....	1,500.00
5 General Inspectors at \$100.00.....	500.00
Superintendent Public Buildings.....	500.00

New Positions:

Building Construction Engineer.....	2,800.00
Radio Installation Inspector.....	1,800.00
2 Electric Installation Inspectors at \$1,800.00.....	3,600.00
2 Janitresses at \$600.00.....	1,200.00

Bureau of Harbors.**Increases:**

Associate Civil Engineer.....	300.00
Assistant Civil Engineer	200.00
Building Inspector	180.00
Laborer.	20.00

New Positions:

Water Tender	1,200.00
Oiler.	1,200.00
Watchman.	1,100.00
Electric Installation Inspector.....	2,400.00
2 Electric Installation Inspectors at \$1,800.00.....	3,600.00
3 Laborers at \$1,200.00.....	3,600.00

Positions Abolished:

2 Laborers at \$1,080.00.....	2,160.00
2 Firemen at \$1,200.00.....	2,400.00

Bureau of Highways.**Maintenance Division:****Increases:**

District Foreman Street Repairs.....	100.00
Paving Inspector	50.00

Engineering Aid	100.00
2 Junior Clerks at \$100.00.....	200.00
Decrease:	
Junior Stenographer	300.00
Inspection Division:	
Increases:	
District Foreman Street Repairs.....	100.00
Assistant Chief Street Instal. Inspector.....	100.00
Street Instal. Inspector.....	100.00
General Investigator	100.00
Construction Division:	
New Positions:	
Design Engineer Bridges.....	4,500.00
Paving Inspector	1,700.00
Position Abolished:	
Assistant Civil Engineer	2,200.00
Paving Division:	
Increases:	
4 Paving Inspectors at \$100.00.....	400.00
2 Engineer Aids at \$100.00.....	200.00
Position Abolished:	
Paving Inspector	1,500.00
Bureau of Mechanical Electrical Service.	
Conduit Division:	
Increases:	
2 Senior Account Clerks at \$100.00.....	200.00
General Conduit Foreman.....	100.00
Paving Inspector	100.00
Mechanical Engineer	250.00
New Positions:	
Junior Clerk	1,400.00
Senior Stenographer	1,200.00
Position Abolished:	
Auto Repairman	1,600.00
Inspection Division:	
Increases:	
Chief Cable Inspector.....	100.00
7 Cable Inspectors at \$100.00.....	700.00
Incinerator Division:	
Increases:	
Superintendent Incinerator	500.00
2 Labor Foremen at \$52.00.....	104.00

Engineering Division:**New Positions:**

Engineering Aid	1,300.00
Junior Mechanical Engineer.....	2,200.00
Electrical Engineer	1,900.00

Positions Abolished:

Junior Mechanical Engineer	1,900.00
Engineering Aid	1,100.00

Bureau of Plans and Surveys.**City Plan Division:****Increases:**

Assistant Topographical Engineer	200.00
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New Position:

Junior Draftsman	1,300.00
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Position Abolished:

Engineering Aid	1,200.00
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Drafting Division:**Increases:**

Principal Draftsman	200.00
5 Principal Draftsmen at \$100.00.....	500.00
Senior Topographical Draftsman	200.00
6 Senior Draftsmen at \$100.00.....	600.00
2 Junior Draftsmen at \$100.00.....	200.00
2 Junior Draftsmen at \$40.00.....	80.00

Position Abolished:

Junior Draftsman	1,300.00
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Survey Division:**Increase:**

Engineering Aid	100.00
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New Position:

Engineering Aid	1,200.00
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Property Location Division:**Position Abolished:**

Junior Draftsman	1,200.00
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Bureau of Sewers.**Sewer Division:****Increases:**

Senior Stenographer	100.00
Yard Foreman	100.00

Sewer Pumping Station:

Increases:

4 Steam Firemen at \$100.00.....	400.00
4 Oilers at \$100.00.....	400.00

Sewer Disposal Plant:

Increases:

Junior Chemist	100.00
2 Electric Pump Operators at \$100.00.....	200.00

(To be taken from Third Sewer Serial 1933-1967 Loan.)

Increases:

12 Sewer Inspectors at \$100.00.....	1,200.00
4 Junior Civil Engineers at \$100.00.....	400.00
Junior Draftsman	100.00
9 Engineering Aids at \$100.00.....	900.00

Position Abolished:

Engineering Helper	1,100.00
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Bureau of Standards.**Laboratory Division:**

Increases:

Senior Analytical Chemist	200.00
Senior Analytical Chemist	50.00
3 General Inspectors at \$100.00.....	300.00

Division of Weights and Measures:

Increases:

Chief of Division	250.00
Junior Stenographer	200.00
Laborer.....	147.00

New Position:

Inspector.	1,500.00
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Bureau of Street Cleaning.

Increases:

8 Labor Foremen at \$52.00.....	416.00
Labor Foreman	50.00

New Position:

Senior Clerk	1,600.00
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Bureau of Transportation.

Increases:

Head of Bureau	400.00
Chief Dispatcher	200.00
Senior Account Clerk	300.00

Bureau of Water Supply.**Service Division:****Increases:**

General Investigator	200.00
2 Junior Civil Engineers at \$100.00.....	200.00
2 Junior Stenographers at \$100.00.....	200.00

New Position:

Junior Stenographer	1,200.00
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Accounting Division:**Increases:**

3 Senior Clerks at \$100.00.....	300.00
Water Meter Reader	100.00

Filtration Division:**Increases:**

Principal Sanitary Chemist	200.00
Senior Analytical Chemist.....	200.00

New Position:

Junior Bacteriologist	1,300.00
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Positions Abolished:

Senior Clerk	1,400.00
Senior Analytical Chemist	1,600.00
Principal Sanitary Chemist	2,100.00

Engineering Division:**Increases:**

Assistant Civil Engineer	100.00
Principal Draftsman	100.00
5 Engineering Assistants at \$100.00.....	500.00

Construction Division:**Increases:**

6 Junior Civil Engineers at \$100.00.....	600.00
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New Position:

Timekeeper.	1,500.00
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Maintenance Division:**Increases:**

Assistant Civil Engineer	300.00
2 Junior Civil Engineers at \$100.00.....	200.00
2 Engineering Aids at \$100.00.....	200.00

Pumping Station Division:**Increases:**

Electrical Equipment Foreman.....	100.00
Electric Pump Operator	100.00

Positions Abolished:

2 Shift Engineers at \$1,600.00.....	3,200.00
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FREE PUBLIC BATH COMMISSION.

Increases:

Senior Stenographer	\$100.00
13 Public Attendants, Female, at \$52.00.....	676.00
Bath Overseer	52.00

JAIL BOARD.

Increases:

Warden.	\$250.00
Jail Baker	200.00
9 Jail Guards at \$200.00.....	1,800.00
4 Matrons at \$100.00.....	400.00

New Position:

Jail Guard	1,500.00
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LAW DEPARTMENT.

Increases:

7 Assistant Solicitors at \$250.00.....	\$1,750.00
Assistant Solicitor	500.00
Assistant Solicitor	200.00
Claim Manager	250.00
Assistant Solicitor	100.00
Messenger.	200.00
Law Stenographer	250.00
3 Senior Stenographers at \$100.00.....	300.00
Junior Stenographer	180.00
Junior Typist	100.00

New Position:

Assistant Solicitor	2,500.00
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Decreases:

Junior Stenographer	100.00
Senior Stenographer	100.00

MAYORALTY.

Increases:

Executive Secretary	\$500.00
Private Secretary	500.00
Assistant Secretary	200.00
Clerk.	300.00

MISCELLANEOUS ANNUAL APPROPRIATION.

New Position:

Coroner.	\$1,000.00
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MUNICIPAL EMPLOYMENT BUREAU.

Increase:

Director.	\$600.00
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POLICE DEPARTMENT.

Increases:

2 Patrolmen at \$2.50 per week.....	\$260.00
18 Matrons at \$2.50 per week.....	2,340.00
2 Headquarter Clerks at \$2.50 per week.....	260.00

Decrease:

2 Patrolmen at \$2.50 per week.....	260.00
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PUBLIC IMPROVEMENT COMMISSION.**Executive Division.**

Increases:

Secretary.	\$250.00
Junior Clerk.	100.00

Bureau of Construction.

Increases:

Superintendent of Building Construction.....	600.00
Electrical Inspector.	100.00
6 Superintendents of Building Construction at \$100.00	600.00

New Positions:

Superintendent Building Construction.....	2,100.00
Heating and Plumbing Inspector.....	1,800.00
Junior Draftsman.	1,200.00
Senior Clerk.	1,300.00

Positions Abolished:

Engineering Aid.	1,600.00
Junior Stenographer.	1,300.00
Gardner and Pruner.....	1,000.00

Bureau Water Supply.

Increases:

Junior Civil Engineer.....	200.00
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Bureau Mechanical Electrical.

Increases:

Assistant Topo. Engineer.....	200.00
Assistant Elec. Designing Engineer.....	200.00

SUPERVISORS OF CITY CHARITIES.**Office.**

Increases:

Senior Stenographer.....	\$200.00
2 Senior Clerks at \$200.00.....	400.00

New Positions:

Dispensary Physician.....	460.00
After Care Worker.....	1,500.00

Baltimore City Hospital—Administrative.

Increases:

Assistant Superintendent.....	500.00
Junior Clerk.....	100.00
Junior Stenographer.....	200.00
2 Senior Stenographers at \$100.00.....	200.00
3 Junior Stenographers at \$100.00.....	300.00
Storekeeper.....	100.00
Carpenter.....	100.00
Painter.....	100.00
Chauffeur.....	100.00

Medical and Surgical.

New Positions:

Dental Interne.....	300.00
9 Hospital Internes at \$300.00.....	2,700.00

Positions Abolished:

Hospital Interne.....	300.00
2 Hospital Internes at \$500.00.....	1,000.00

Increase:

Chief Physical Psycho.....	500.00
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Nurses Training School.

New Positions:

10 Student Nurses at \$200.00.....	2,000.00
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Pupil Nurses.

New Positions:

4 Pupil Nurses at \$600.00.....	2,400.00
Pupil Nurse	540.00
Pupil Nurse	480.00

Positions Abolished:

2 Pupil Nurses at \$600.00.....	1,200.00
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Hospital Orderlies.

Increases:

Head Hospital Orderly.....	200.00
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New Positions:

Hospital Orderly	600.00
Hospital Orderly	540.00
3 Hospital Orderlies at \$480.00.....	1,440.00

Technicians.

Increases:

3 Technicians at \$100.00.....	300.00
Pharmacist.	200.00

Social Service Department.

New Position:

Assistant Supervisor Social Service.....	1,000.00
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Infirmary.

Increases:

Supervisor Men's Infirmary.....	100.00
4 Female Attendants at \$60.00.....	240.00

New Positions:

Male Attendant	600.00
Female Attendant	600.00

Psychopathic.

Increases:

Supervisor, Men's	100.00
2 Attendants—Female at \$60.00.....	120.00
3 Attendants—Male at \$60.00.....	180.00

Positions Abolished:

Attendant—Male.	600.00
Attendant—Female.	480.00

Dietary Department.

Increase:

Storekeeper.	200.00
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New Position:

Assistant Storekeeper	1,000.00
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Cooks and Helpers.

Increases:

Head Cook	200.00
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3 Head Cooks at \$100.00.	300.00
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Domestics.

New Positions:

4 Domestics at \$600.00.	2,400.00
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Increases:

7 Domestics at \$60.00.	420.00
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Positions Abolished:

2 Domestics at \$480.00.	960.00
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Power Plant.

New Position:

Shift Engineer	1,900.00
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Patrolmen.

Increases:

2 Patrolmen at \$100.00.	200.00
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Patrolman.	200.00
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Farm.

Increase:

Farm Hand	100.00
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Position Abolished:

Occupational Therapist	900.00
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Approved December 5, 1929.

WM. F. BROENING, *Mayor.*

No. 851.

An ordinance making Cloverhill Road, from Thirty-ninth Street to Highfield Road, a one-way street for vehicular traffic, and prohibiting parking on the west side of said road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Cloverhill Road, from Thirty-ninth Street to Highfield Road, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in a northerly direction only, and parking is hereby prohibited on the west side of said street. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars for each and every offense.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 852.

An ordinance granting permission to Mrs. Anna C. Kerber to erect a metal garage in the rear of her premises 3014 McElderry Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Mrs. Anna C. Kerber to erect a metal garage 10 ft. wide and 15 ft. long in the rear of her premises 3014 McElderry Street; the said garage to be within

4 ft. of an abestos shingle covered frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage, and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, that this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 853.

An ordinance granting permission to Jerry R. Cihlar to erect a two-car garage in the rear of his premises 845 N. Luzerne Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Jerry R. Cihlar to erect a two-car garage 15 ft. wide and 15 ft. 3 in. long in the rear of his premises 845 N. Luzerne Avenue; the said garage to be of concrete block construction, to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and, together with the existing building, to occupy the entire lot. Provided, however, that there shall be no openings between the building and the garage.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 854.

An ordinance granting permission to John Kammerer to erect a metal garage in the rear of his premises 613 N. Decker Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* permission be and the same is hereby granted to John Kammerer to erect an individual metal garage in the rear of his premises 613 N. Decker Avenue, the said garage to be within 3 ft. of a frame overhang bathroom and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 855.

An ordinance granting permission to Tony Mareucci to erect a frame kitchenette in the rear of his premises 2906 Philadelphia Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Tony Mareucci to erect a frame kitchenette 5 ft. wide and 9 ft. long in the rear of his premises 2906 Philadelphia Avenue; the said structure to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and, together with the existing building on the same premises to occupy approximately 67% of the area of the lot. Provided, however, that the said structure shall be fireproofed on the side next to the party line.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING *Mayor*

No. 856.

An ordinance granting permission to Jos. Pensker to erect a metal garage in the rear of his premises 206 N. Streeper Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Jos. Pensker to erect a metal garage 10 ft. wide and 16 ft.

long in the rear of his premises 206 N. Streeper Street; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 857.

An ordinance to make Mura Street, from Homewood Avenue to Greenmount Avenue, a one-way street for vehicular traffic.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Mura Street, from Homewood Avenue to Greenmount Avenue, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in a westerly direction only.

SECTION 2. *And be it further ordained*, That any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars (\$10.00) for each and every offense.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 858.

An ordinance to make Lanvale Street, from Druid Hill Avenue to Fremont Avenue, a one-way street for vehicular traffic.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Lanvale Street, from Druid Hill Avenue to Fremont Avenue, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in a westerly direction only.

SECTION 2. *And be it further ordained*, That any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars (\$10.00) for each and every offense.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 859.

An ordinance authorizing the Baltimore and Ohio Railroad Company to construct, operate and maintain two railroad tracks across Pennington Avenue, below the grade thereof, at a point distant approximately 2600 feet east of the bulkhead line as now established on the east side of Curtis Creek; imposing upon said railroad company the duty and obligation to construct and maintain a bridge and approaches to carry Pennington Avenue over and above said tracks; providing for elevating the grade of Pennington Avenue to afford proper clearance above said tracks; and imposing certain other duties and obligations upon the railroad company with respect to the work, alterations and improvements contemplated, and prescribing the terms and conditions upon which the rights and privileges to be exercised by the railroad are granted and conferred, and subject to which the work, alterations and improvements are to be done, performed and maintained.

Whereas, the Baltimore and Ohio Railroad Company (hereinafter called the "railroad") desires to construct, maintain and operate two railroad tracks across Pennington Avenue at the location hereinafter described; and

Whereas, said Pennington Avenue is being widened by the Mayor and City Council of Baltimore (hereinafter called the "City") to a width of seventy (70) feet in condemnation proceedings; and

Whereas, the City desires to co-operate with the railroad, provided it (the City) is put to no expense and provided no railroad grade crossing is created at this point, and to that end the City has established a grade in said condemnation proceedings which will permit the elevation of the roadway of said Pennington Avenue so that said roadway shall be carried across said proposed railroad tracks above the grade thereof; and

Whereas, the railroad is willing to so construct its tracks as to cross said Pennington

Avenue as condemned and widened below the grade thereof as established in said condemnation proceedings, and is also willing to elevate the roadway and sidewalks of Pennington Avenue and build and maintain a bridge and approaches to carry said highway above and across said tracks, all at the expense of said railroad; now therefore:

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the railroad be and it is hereby authorized to construct, maintain and operate two railroad tracks across Pennington Avenue below the grade of said avenue as condemned and widened to a width of seventy (70) feet, the center line of said proposed track construction to be at a point distant approximately twenty-six hundred (2600) feet east of the bulkhead line as now established on the east side of Curtis Creek, said grant, however, being subject to all the terms, conditions, provisions and obligations in this ordinance set forth.

SECTION 2. *And be it further ordained,* That, in order to avoid the creation of a railroad grade crossing at this point, said railroad is hereby directed and required to elevate the bed of Pennington Avenue to the grade of said avenue as established by the City on February 7, 1929, and said railroad is also hereby directed and required to construct and thereafter maintain; at its expense, a bridge with necessary approaches, to carry the said Pennington Avenue over and across said proposed tracks of the railroad above the grade thereof.

SECTION 3. *And be it further ordained,* That all the work, construction, alterations and im-

provements in this ordinance authorized and or required shall be done and performed at the entire expense of the railroad, its successors or assigns, and in accordance with plans and specifications approved in writing by the Chief Engineer of Baltimore City. The entire cost and expense of any and all other work, construction and/or alterations made necessary by reason of the work, construction, alterations and improvements in this ordinance authorized and or required, shall be borne by said railroad, its successors or assigns, and this whether said cost and expense shall be incurred by the said railroad; the City, or by any other persons, firms or corporations; except that, after the installation of the paving, curbing and lighting facilities and equipment on the said bridge and approaches, the City will, at its expense, thereafter maintain said paving, curbing, lighting facilities and equipment; and except that if the railroad shall provide and maintain a cinder road, in a manner approved by the City, on the approaches to said bridge until the said approaches can be permanently paved, then the City will pave and curb the said approaches, at the City's expense. All the work, construction, alterations and/or improvements herein referred to shall be done and performed to the satisfaction of the Chief Engineer of Baltimore City and shall be subject to his approval, and shall also be done and performed so as not to interfere with but to provide for uninterrupted and continuous vehicular and pedestrian traffic during the progress thereof.

SECTION 4. *And be it further ordained*, that all lands and interests in land which may be needed for said bridge, approaches and sup-

ports, and/or for any changes in grade of Pennington Avenue, shall be provided by the railroad, its successors or assigns, at its or their entire expense, this obligation to apply also to all temporary rights-of-way which may be required, at any time or times, for the accommodation of vehicular and pedestrian traffic during the construction, reconstruction, alteration and repair work as referred to in this ordinance.

SECTION 5. *And be it further ordained*, that the right and power are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that non-compliance, at any time or times, by the railroad, its successors or assigns, with any of the terms of the grant hereby made shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the grant hereby made, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 6. *And be it further ordained*, that should the said railroad, its successors or assigns, fail to comply with any of the terms and provisions of this ordinance, or upon any forfeiture of any or all of the rights and franchises hereby granted, or should the said railroad, its successors or assigns, abandon the use of said tracks, then in any of such events, from time to time, the said railroad, its successors or assigns, shall, if so notified by the City, promptly re-

move said tracks, bridge, approaches and supports and restore the bed of said Pennington Avenue in such manner and to such grade as shall be required by the City, and all to be done at the entire expense of the said railroad, its successors or assigns.

SECTION 7. *And be it further ordained*, that should the said railroad, its successors or assigns, fail, neglect or refuse to perform within a reasonable time any of the work herein required to be done by them, from time to time, then and in any and all such instances the City is hereby authorized to do said work and collect all costs and expenses thereof from said railroad, its successors or assigns.

SECTION 8. *And be it further ordained*, that the said railroad, its successors or assigns, shall be liable for and shall indemnify and save harmless the Mayor and City Council of Baltimore against any and all suits, losses, costs, damages and expenses to which said Mayor and City Council may, from time to time be subjected by reason of, on account of, or in anywise resulting from the construction, presence, use, operation, maintenance, alteration, repair, location, relocation and/or removal of said tracks, bridge, approaches and supports and/or from any change or changes in grade of said Pennington Avenue and the restoration thereof as in this ordinance provided for, including property damages both direct and consequential resulting from any of the matters herein mentioned; provided, however, that the provisions of this section shall not affect the maintenance obligations specifically assumed by the City in Section 3 of this ordinance.

SECTION 9. *And be it further ordained*, that this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 860.

An ordinance to condemn and close a portion of Russell Street along the southeast side thereof from the southwest side of Stockholm Street southwesterly 115.30 feet in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 22nd day of August, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of Russell Street with a width of 22 feet to a point from the southwest side of Stockholm Street southwesterly 115.30 feet, the land hereby directed to be condemned for said Russell Street being described as follows:

Beginning for the same at the corner formed by the intersection of the southeast side of Russell Street, as condemned and opened 100 feet wide under Ordinance No. 664, approved May 14, 1926, and the southwest side of Stockholm Street; the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being West 2815.28 feet and South 7936.68 feet; and running thence binding on the southeast side of said Russell Street the two following courses and distances; namely,

South $20^{\circ}-10'-30''$ West 62.20 feet and South $44^{\circ}-38'-50''$ West 53.10 feet; thence North $20^{\circ}-10'-30''$ East 110.51 feet to the southwest side of Stockholm Street; and thence binding on the southwest side of Stockholm Street South $69^{\circ}-54'-40''$ East 22.0 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission. The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on 22nd day of August in the year 1929 and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said highway shall be closed under the provisions of this ordinance, all subsurface structures and appurtenances now owned by the Mayor and City Council of Baltimore, shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation shall first obtain permission and permits therefor, from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in said portion of said

highway after the same shall have been closed until the subsurface structures and appurtenances shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That on and after the closing of said Highway, the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall, at all times, have access to said property and to all subsurface structures and appurtenances therein, for the purpose of inspection, maintenance, repair, alteration, relocation and/or replacement, of any or all of said structures and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of a portion of said Russell Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also

in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 861.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, in so far as said provisions apply to the premises of Ludwig Faber, 2916-18 Dillon Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Ludwig Faber, 2916-18 Dillon Street.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 862.

An ordinance fixing the minimum pay of per diem employees employed by the several departments, sub-departments, commissions and officials of the City of Baltimore.

Whereas, per diem employees are not given any leave or vacation with pay; and

Whereas, such employees are not paid for days on which they do not work on account of weather conditions; and

Whereas, the present rate of wages paid per diem employees is inadequate, in view of the high cost of living; therefore,

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That, on and after January 1, 1930, all per diem employees employed by any department, sub-department, commission or official of the City of Baltimore shall be paid not less than forty-five cents per hour while actually employed in doing work for such department, sub-department, commission or official.

SECTION 2. *And be it further ordained*, That there shall be included in the Ordinance of Estimates for the year 1930 and thereafter a sufficient amount to make the increased payments provided for in the preceding section.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 863.

An ordinance to condemn, open, widen and grade Brehm's Lane, varying in width from 50 feet to a width of 72.34 feet, from a point 412.57 feet northeasterly from Erdman Avenue to Mannasota Avenue; and Mannasota Avenue, from the southwest side of Parkside Drive, 189 feet, more or less, to Brehm's Lane, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-ninth day of August, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Brehm's Lane, varying in width from 50 feet to a width of 72.34 feet, from a point 412.57 feet northeasterly from Erdman Avenue to Mannasota Avenue; and Mannasota Avenue, from the southwest side of Parkside Drive, 189 feet more or less to Brehm's Lane, the land hereby directed to be condemned for said Brehm's Lane being described as follows:

Beginning for the same at a point on the southeast side of Brehm's Lane, as now laid out, 33 feet wide, said point of beginning being distant 412.57 feet northeasterly from the point formed by the intersection of the northeast side of Erdman Avenue as condemned and opened under Ordinance No. 654, approved May 14, 1926, and the southeast side of said Brehm's Lane; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 12935.99 feet and North 8342.26 feet; and running thence binding on the southeast side of said Brehm's Lane North 80°-36'-18" East 615.84 feet to the northeast side of Ford Avenue; thence binding on said side of

Ford Avenue South $09^{\circ}-20'-20''$ East 22.33 feet to intersect the southeast side of Brehm's Lane as widened from this point northeasterly 422.15 feet; thence binding on said southeast side of Brehm's Lane North $80^{\circ}-39'-40''$ East 422.15 feet; thence North $09^{\circ}-20'-20''$ West 14.13 feet; thence North $80^{\circ}-36'-18''$ East 487.54 feet; thence North $71^{\circ}-49'-20''$ East 218.80 feet; thence North $42^{\circ}-03'-26''$ East 1174.48 feet; thence North $25^{\circ}-39'-30''$ West 285.42 feet; thence by a line curving to the left with a 720.09 foot radius the distance of 259.19 feet, which arc is subtended by a chord bearing North $35^{\circ}-58'-12''$ West 257.80 feet to the southeast side of Mannasota Avenue as proposed to be opened; thence binding on the southeast side of said Mannasota Avenue North $51^{\circ}-48'-00''$ East 67.11 feet to the center of Brehm's Lane as now laid out; thence binding on the center of said Brehm's Lane the three following courses and distances, namely, North $16^{\circ}-50'-20''$ East 30.94 feet; North $19^{\circ}-20'-50''$ East 16.48 feet; and North $51^{\circ}-45'-10''$ East 25.0 feet; thence North $38^{\circ}-14'-50''$ West 23.41 feet to intersect a line drawn parallel with and distant 50 feet northwesterly measured at right angles from the 10th line of this description; thence reversing said line so drawn and binding thereon South $51^{\circ}-48'-00''$ West 189.10 feet; thence South $46^{\circ}-25'-35''$ East 55.93 feet to intersect a line drawn parallel with and distant 50 feet southwesterly measured at right angles from the ninth line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 50 feet southwesterly measured at right angles from the eighth line of this description, respectively, the two following courses and distances, namely,

southeasterly by a line curving to the right with a 670.09 foot radius the distance of 242.89 feet, which are is subtended by a chord bearing South $36^{\circ}-02'-33''$ East 241.56 feet and South $25^{\circ}-39'-30''$ East 211.62 feet; thence by a line curving to the right with a 60.0 foot radius the distance of 70.91 feet, which are is subtended by a chord bearing South $08^{\circ}-11'-58''$ West 66.86 feet to intersect a line drawn parallel with and distant 50 feet northwesterly measured at right angles from the seventh line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet northwesterly measured at right angles from the sixth and fifth lines of this description, respectively, the three following courses and distances, namely, South $42^{\circ}-03'-26''$ West 1087.40 feet; South $71^{\circ}-49'-20''$ West 201.68 feet and South $80^{\circ}-36'-18''$ West 645.76 feet to intersect the southwest side of Kentucky Avenue, 40 feet wide; thence binding on the southwest side of said Kentucky Avenue North $45^{\circ}-55'-10''$ West 10.12 feet; thence South $09^{\circ}-20'-20''$ East 8.12 feet; thence South $82^{\circ}-33'-01''$ West 253.33 feet and South $80^{\circ}-36'-18''$ West 253.33 feet to intersect the southwest side of Brendon Avenue, 40 feet wide; thence binding on said side of Brendon Avenue North $45^{\circ}-55'-10''$ West 26.72 feet; thence South $09^{\circ}-20'-20''$ East 21.465 feet to intersect a line drawn parallel with and distant 50 feet northwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South $80^{\circ}-36'-18''$ West 608.77 feet to intersect the North $47^{\circ}-15'-30''$ West 130.04 feet line of Mannasota Avenue as condemned and opened under Ordinance No. 964, approved February 3, 1927; and thence

binding on said line reversely South $47^{\circ}-15'-30''$ East 63.33 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-ninth day of August, in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said Brehm's Lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provision of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 864.

An ordinance to condemn, open, widen and grade White Avenue, from its present width of 30 feet to a width of 40 feet, from the southeast side of Harford Road to the northwest side of Belair Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the thirteenth day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby, authorized and directed to condemn and open and widen and grade White Avenue from its present width of 30 feet to a width of 40 feet from the southeast side of Harford Road to the northwest side of Belair Road, the land hereby directed to be condemned for said White Avenue being described as follows:

Beginning for the same at a point formed by the intersection of the southeast side of Harford Road 80 feet wide and a line drawn parallel with and distant 5 feet northeasterly measured at right angles from the northeast side of White Avenue, 30 feet wide, the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 16021.86 feet and North 20912.82 feet and running thence binding on said line so drawn South $53^{\circ}-17'-05''$ East 1760.61 feet, thence South $29^{\circ}-02'-57''$ West 0.25 feet; thence South $53^{\circ}-12'-20''$ East 1934.58 feet, thence South $36^{\circ}-57'-56''$ East 1462.07 feet, thence South $22^{\circ}-46'-10''$ East 375.12 feet, thence South $43^{\circ}-05'-10''$ East 330.88 feet, thence South $59^{\circ}-01'-40''$ East 145.84 feet to intersect the northwest side of Belair Road 80 feet wide, thence binding on the

northwest side of said Belair Road South $48^{\circ}-08'-53''$ West 41.87 feet to intersect a line drawn parallel with and distant 40 feet southwesterly measured at right angles from the seventh line of this description, thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 40 feet southwesterly measured at right angles from the sixth, fifth, fourth and third lines of this description, respectively, the five following courses and distances, namely, North $59^{\circ}-01'-40''$ West 139.06 feet, North $43^{\circ}-05'-10''$ West 343.65 feet North $22^{\circ}-48'-10''$ West 377.31 feet; North $36^{\circ}-57'-56''$ West 1451.38 feet, and North $53^{\circ}-12'-20''$ West 1923.42 feet, thence North $29^{\circ}-02'-57''$ East 0.25 feet to intersect a line drawn parallel with and distant 40 feet southwesterly measured at right angles from the first line of this description, thence reversing said line so drawn and binding thereon North $53^{\circ}-17'-05''$ West 1764.09 feet to intersect the southeast side of said Harford Road, and thence binding on the southeast side of said Harford Road North $33^{\circ}-59'-14''$ East 40.05 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on thirteenth day of June, in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said White Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provision of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto; as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 865.

An ordinance to condemn, open, widen and grade 37th Street along the south side thereof from the east side of Keswick Road to the west side of Beech Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 28th day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby, authorized and directed to condemn, open, widen and grade 37th Street along the

south side thereof with a width of 60 feet from the east side of Keswick Road to the west side of Beech Avenue, the land hereby directed to be condemned for said 37th Street being described as follows:

Beginning for the same at a point formed by the intersection of the south side of 37th Street, 60 feet wide, and the east side of Keswick Road, 60 feet wide, and running thence binding on the south side of said 37th Street easterly 300 feet to intersect the west side of Beech Avenue, 60 feet wide, thence binding on the west side of said Beech Avenue southerly 35 feet to intersect a line drawn parallel with and distant 35 feet southerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon westerly 300 feet to intersect the east side of Keswick Road; and thence binding on the east side of said Keswick Road northerly 35 feet to the place of beginning.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on 28th day of June in the year 1929, and is now on file in said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said 37th Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123

of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 866.

An ordinance to condemn, open, widen and grade Falls Road, from the north side of 36th Street to the Northern Boundary of Baltimore City, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 22nd day of August, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Falls Road, from its present width varying from about 40 feet to 60 feet, to a width varying from 60 feet to 89.74 feet from the north side of 36th Street to the Northern Boundary of Baltimore City, the land hereby directed to be condemned for said Falls Road being described as follows:

Beginning for the same at a point formed by the intersection of the west side of Falls Road, as now laid out, and the north side of 36th

Street, as now laid out, from said Falls Road westerly; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 5474.68 feet and North 12166.68 feet; and running thence binding on the north side of said 36th Street South $76^{\circ}-15'-30''$ West 3.24 feet, thence North $13^{\circ}-18'-30''$ West 1079.12 feet; thence North $13^{\circ}-21'-10''$ West 975.28 feet; thence by a line curving to the left with a 571.61 foot radius the distance of 157.65 feet, which are is subtended by a chord bearing North $21^{\circ}-15'-15''$ West 157.16 feet, thence North $29^{\circ}-09'-20''$ West 800.49 feet; thence North $26^{\circ}-18'-20''$ West 455.48 feet; thence North $23^{\circ}-07'-30''$ West 162.73 feet; thence by a line curving to the right with a 3657.07 foot radius the distance of 605.48 feet, which are is subtended by a chord bearing North $18^{\circ}-22'-55''$ West 604.79 feet; thence North $13^{\circ}-38'-20''$ West 494.32 feet to intersect the south side of Cold Spring Lane, 60 feet wide, as now in process of condemnation under Ordinance No. 240, approved January 14, 1928; thence binding on the south side of said Cold Spring Lane North $76^{\circ}-29'-30''$ West 7.84 feet; thence North $13^{\circ}-38'-20''$ West 727.79 feet; thence North $14^{\circ}-08'-40''$ West 1160.54 feet; thence by a line curving to the right with a 23412.23 foot radius the distance of 501.70 feet, which are is subtended by a chord bearing North $13^{\circ}-31'-50''$ West 501.69 feet; thence North $12^{\circ}-53'-00''$ West 691.44 feet; thence North $13^{\circ}-22'-10''$ West 730.51 feet; thence North $15^{\circ}-00'-00''$ West 1442.72 feet; thence North $16^{\circ}-17'-40''$ West 539.66 feet; thence North $15^{\circ}-24'-00''$ West 1027.00 feet; thence North $14^{\circ}-45'-00''$ West 1651.22 feet; thence by a line curving to the right with a

747.95 foot radius the distance of 116.22 feet; which are is subtended by a chord bearing North $10^{\circ}-17'-55''$ West 116.11 feet; thence North $05^{\circ}-50'-50''$ West 210.78 feet; thence by a line curving to the left with a 345.62 foot radius the distance of 118.37 feet, which are is subtended by a chord bearing North $15^{\circ}-39'-30''$ West 117.79 feet; thence North $25^{\circ}-28'-10''$ West 73.89 feet to intersect the south side of Kelly Avenue 66 feet wide, as opened under Ordinance No. 115, approved February 29th, 1924; thence binding on the south side of said Kelly Avenue North $81^{\circ}-59'-30''$ East 14.81 feet to intersect the easternmost end of said Kelly Avenue; thence binding on the easternmost end of said Kelly Avenue North $25^{\circ}-19'-10''$ West 69.13 feet to intersect the north side of said Kelly Avenue; thence binding on the north side of said Kelly Avenue South $81^{\circ}-59'-30''$ West 18.48 feet; thence North $09^{\circ}-00'-10''$ West 318.23 feet; thence by a line curving to the left with a 1488.61 foot radius the distance of 300.88 feet, which are is subtended by a chord bearing North $14^{\circ}-47'-35''$ West 300.36 feet; thence North $20^{\circ}-35'-00''$ West 64.69 feet; thence by a line curving to the right with a 4563.44 foot radius the distance of 425.23 feet, which are is subtended by a chord bearing North $17^{\circ}-54'-50''$ West 425.08 feet; thence North $15^{\circ}-14'-40''$ West 685.73 feet to intersect the northern boundary line of Baltimore City established in 1918; thence binding on said northern boundary line due East 82.92 feet to intersect a line drawn parallel with and distant 80 feet easterly measured at right angles from the thirty-first line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet easterly

measured at right angles from the thirtieth, twenty-ninth, twenty-eighth and twenty-seventh lines of this description, respectively, the five following courses and distances; namely, South $15^{\circ}-14'-40''$ East 663.92 feet; by a line curving to the left with a 4483.44 foot radius the distance of 417.77 feet, which are subtended by a chord bearing South $17^{\circ}-54'-50''$ East 417.62 feet; South $20^{\circ}-35'-00''$ East 64.69 feet, by a line curving to the right with a 1568.61 foot radius the distance of 317.05 feet, which are subtended by a chord bearing South $14^{\circ}-47'-35''$ East 316.50 feet; and South $09^{\circ}-00'-10''$ East 195.69 feet; thence by a line curving to the left with a 685.84 foot radius the distance of 197.11 feet, which are subtended by a chord bearing South $17^{\circ}-14'-10''$ East 196.43 feet to intersect a line drawn parallel with and distant 80 feet north-easterly measured at right angles from the twenty-third line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet easterly measured at right angles from the twenty-second, twenty-first, twentieth, nineteenth, eighteenth, seventeenth, sixteenth, fifteenth, fourteenth, thirteenth, twelfth, and eleventh lines of this description, respectively, the thirteen following courses and distances; namely, South $25^{\circ}-28'-10''$ East 44.56 feet; by a line curving to the right with a 425.62 foot radius the distance of 145.76 feet; which are subtended by a chord bearing South $15^{\circ}-39'-30''$ East 145.05 feet; South $05^{\circ}-50'-50''$ East 210.78 feet; by a line curving to the left with a 667.95 foot radius the distance of 103.79 feet, which are subtended by a chord bearing South $10^{\circ}-17'-55''$ East 103.69 feet; South $14^{\circ}-45'-00''$ East 1650.77 feet; South $15^{\circ}-24'-00''$ East 1025.93

feet; South $16^{\circ}-17'-40''$ East 539.94 feet; South $15^{\circ}-00'-00''$ East 1444.76 feet; South $13^{\circ}-22'-10''$ East 731.97 feet; South $12^{\circ}-55'-00''$ East 691.76 feet; by a line curving to the left with a 23332.23 foot radius the distance of 499.98 feet, which are is subtended by a chord bearing South $13^{\circ}-31'-50''$ East 499.97 feet; South $14^{\circ}-08'-40''$ East 1160.89 feet; South $13^{\circ}-38'-20''$ East 748.27 feet to intersect the south side of Cold Spring Lane, 50 feet wide, as now in process of condemnation under Ordinance No. 693, approved April 27, 1929; thence binding on the south side of said last mentioned Cold Spring Lane South $87^{\circ}-31'-04''$ West 7.16 feet to intersect a line drawn parallel with and distant 66 feet easterly measured at right angles from the ninth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 66 feet northeasterly measured at right angles from the eighth, seventh, sixth and fifth lines of this description, respectively, the five following courses and distances; namely, South $13^{\circ}-38'-20''$ East 479.16 feet, by a line curving to the left with a 3591.07 foot radius the distance of 594.55 feet, which are is subtended by a chord bearing South $18^{\circ}-22'-55''$ East 593.87 feet; South $23^{\circ}-07'-30''$ East 160.89 feet; South $26^{\circ}-18'-20''$ East 452.01 feet; and South $29^{\circ}-09'-20''$ East 755.66 feet; thence by a line curving to the right with a 790.23 foot radius the distance of 217.95 feet, which are is subtended by a chord bearing South $21^{\circ}-15'-15''$ East 217.26 feet to intersect a line drawn parallel with and distant 60 feet easterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 60 feet easterly measured at right angles from the second line of this

description, respectively, the two following courses and distances, namely, South $13^{\circ}-21'-10''$ East 975.31 feet; and South $13^{\circ}-18'-30''$ East 1094.52 feet to intersect the south side of 36th Street as now laid out, from Falls Road easterly; and thence North $88^{\circ}-08'-20''$ West 58.80 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on 22nd day of August in the year 1929, and is now on file in the said office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Falls Road, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 867.

An ordinance to condemn, open and grade Stafford Street, 50 feet wide, from the east side of Longwood Street to the west side of Parksley Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn, open and grade Stafford Street with a width of 50 feet from the east side of Longwood Street to the west side of Parksley Street, the land hereby directed to be condemned for said Stafford Street being described as follows:

Beginning for the same at a point on the east side of Longwood Street as now laid out north of Stafford Street, said point of beginning being distant 308.24 feet southerly from the point formed by the intersection on the south side of Frederick Avenue and the east side of said Longwood Street; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 14357.38 feet and South 6719.33 feet; and running thence North $89^{\circ}-16'-79''$ East 52.05 feet; thence South $79^{\circ}-37'-38''$ East 137 feet more or less to intersect the west side of Parksley Street as now laid out, from the herein described Stafford Street northerly; thence binding on the west side of said Stafford Street southerly 31 feet more or less; thence northwesterly 2.0 feet more or less to intersect the west side of Parksley Street as now laid out, from said Stafford Street southerly; thence binding on the last mentioned west side of Parksley Street southerly 20 feet more or less

to intersect a line drawn parallel with and distant 50 feet southerly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 50 feet southerly measured at right angles from the first line of this description, respectively, the two following courses and distances, namely: North $78^{\circ}-37'-38''$ West 139 feet more or less to the northeast corner of the house there erected on the southeast corner of Longwood Street and Stafford Street; thence South $89^{\circ}-16'-79''$ West 51.74 feet to the east side of Longwood Street as now laid out, from Stafford Street southerly; thence binding on the west side of Longwood Street as now laid out, from Stafford Street southerly North $00^{\circ}-03'-00''$ West 29.17 feet to intersect the southernmost outline produced westerly of the lot of ground located on the southeast corner of Frederick Road and Stafford Street; thence reversing said outline so produced and binding thereon South $78^{\circ}-40'-57''$ East 4.46 feet to intersect the said east side of Longwood Street, as now laid out, from Stafford Street northerly; and thence binding on said last mentioned east side of Longwood Street North $00^{\circ}-41'-40''$ West 21.76 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-second day of August in the year 1929, and is now on file in the said office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening and grading of said Stafford Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 868.

An ordinance to condemn, open, widen and grade Kloman Street and Waterview Avenue, from a present width varying from 33 feet to 66 feet, to a width varying from 80 feet to 148 feet, from the northeast side of Russell Street to the west side of Hanover Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby, authorized and directed to condemn,

open, widen and grade Kloman Street and Waterview Avenue, from a present width varying from 33 feet to 66 feet, to a width varying from 80 feet to 148 feet from the northeast side of Russell Street to the west side of Hanover Street, the land hereby directed to be condemned for said Kloman Street and Waterview Avenue being described as follows:

Beginning for the same at the point formed by the intersection of the northeast side of Russell Street (formerly Wenburn Street) and the southeast side of the first alley, 10 feet wide, southeast of Cedley Street (formerly Cedar Street), said point of beginning being distant 92 feet southeasterly from the point formed by the intersection of the southeast side of Cedley Street (formerly Cedar Street) and the northeast side of said Russell Street; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 4490.99 feet and South 12548.85 feet; and running thence binding on the southeast side of said 10 foot alley South 25°-29'-42" West 270 feet to the northeast side of Kent Street; thence binding on said side of Kent Street South 64°-30'-18" East 48 feet to a point distant 100 feet northwesterly measured at right angles from the southeast side of Kloman Street, as now laid out; thence parallel with and distant 100 feet northwesterly measured at right angles from the southeast side of said Kloman Street South 25°-29'-42" West 1183.12 feet; thence by a line curving to the left with a 427.62 foot radius the distance of 361.31 feet, which arc is subtended by a chord bearing South 01°-17'-21" West 350.66 feet; thence South 22°-55'-00" East 120.04 feet;

thence by a line curving to the left with a 410.28 foot radius the distance of 394.43 feet, which are is subtended by a chord bearing South $50^{\circ}-27'-30''$ East 379.42 feet; thence South $78^{\circ}-00'-00''$ East 1250.0 feet; thence by a line curving to the right with a 604.47 foot radius the distance of 432.67 feet, which are is subtended by a chord bearing South $57^{\circ}-29'-40''$ East 423.49 feet; thence South $36^{\circ}-59'-20''$ East 60 feet; thence by a line curving to the left with a 1555.33 foot radius the distance of 688.46 feet, which are is subtended by a chord bearing South $49^{\circ}-40'-10''$ East 682.85 feet to a point of compound curve; thence by a line curving to the left with a 512.48 foot radius the distance of 565.09 feet, which are is subtended by a chord bearing North $86^{\circ}-03'-40''$ East 536.89 feet to a point of reverse curve; thence by a line curving to the right with a 388.11 foot radius the distance of 211.98 feet, which are is subtended by a chord bearing North $70^{\circ}-07'-10''$ East 209.34 feet; thence North $85^{\circ}-46'-00''$ East 300 feet; thence by a line curving to the right with a 1720.27 foot radius the distance of 1140.81 feet, which are is subtended by a chord bearing South $75^{\circ}-14'-07''$ East 1120.02 feet to a point on the west side of Hanover Street; thence northerly binding on the west side of said Hanover Street by a line curving to the right with a 909.05 foot radius the distance of 105.54 feet, which are is subtended by a chord bearing North $08^{\circ}-03'-11''$ West 105.48 feet to intersect a line drawn parallel with and distant 80 feet northerly measured at right angles from the 14th line of this description; thence reversing said line so drawn and binding thereon by a line curving to the left with a 1800.27 foot radius the distance of 612.35 feet,

which are is subtended by a chord bearing North $68^{\circ}-13'-13''$ West 609.41 feet to intersect the southeast side of Waterview Avenue, 50 feet wide, as now in process of condemnation and opening under Ordinance No. 653, approved May 13, 1926, produced southwesterly; thence binding on the southeast side of said Waterview Avenue, so produced, by a line curving to the left with a 597.16 foot radius the distance of 36.40 feet, which are is subtended by a chord bearing North $69^{\circ}-10'-42''$ East 36.39 feet to intersect a line drawn parallel with and distant 100 feet northerly measured at right angles from the 14th line of this description; thence reversing said line so drawn and binding thereon by a line curving to the left with a 1820.27 foot radius the distance of 101.02 feet, which are is subtended by a chord bearing North $78^{\circ}-35'-32''$ West 101.02 feet to intersect a line drawn parallel with and distant 50 feet northwesterly measured at right angles from the 17th line of this description; thence reversing said line so drawn and binding thereon by a line curving to the right with a 547.16 foot radius the distance of 59.76 feet, which are is subtended by a chord bearing South $79^{\circ}-22'-03''$ West 59.74 feet to intersect a line drawn parallel with and distant 80 feet northerly measured at right angles from the 14th line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet northerly measured at right angles from the 13th, 12th and 11th lines, respectively, of this description the four following courses and distances, namely, westerly by a line curving to the left with a 1800.27 foot radius the distance of 385.52 feet, which are is subtended by a chord bearing North $88^{\circ}-05'-55''$ West 384.78,

feet; South $85^{\circ}-46'-00''$ West 300', by a line curving to the left with a 468.11 foot radius the distance of 255.68 feet, which arc is subtended by a chord bearing South $70^{\circ}-07'-10''$ West 252.51 feet, and by a line curving to the right with a 432.48 foot radius the distance of 476.88 feet, which arc is subtended by a chord bearing South $86^{\circ}-03'-40''$ West 453.08 feet to intersect a line drawn parallel with and distant 80 feet northeasterly measured at right angles from the 10th line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet northeasterly measured at right angles from the 9th, 8th, 7th, 6th, and 5th lines of this description, respectively, the six following courses and distances, namely, northwesterly by a line curving to the right with a 1475.33 foot radius the distance of 653.04 feet, which arc is subtended by a chord bearing North $49^{\circ}-40'-10''$ West 647.71 feet; North $36^{\circ}-59'-20''$ West 60 feet, by a line curving to the left with a 684.47 foot radius the distance of 489.93 feet, which arc is subtended by a chord bearing North $57^{\circ}-29'-40''$ West 479.54 feet; North $78^{\circ}-00'-00''$ West 1250 feet, by a line curving to the right with a 330.28 foot radius the distance of 317.53 feet, which arc is subtended by a chord bearing North $50^{\circ}-27'-30''$ West 305.44 feet; and North $22^{\circ}-55'-00''$ West 120.04 feet; thence by a line curving to the right with a 288.15 foot radius the distance of 243.47 feet, which arc is subtended by a chord bearing North $01^{\circ}-17'-21''$ East 236.29 feet to intersect a line drawn parallel with and distant 100 feet southeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon North $25^{\circ}-29'-42''$ East 1497.59 feet to intersect the northeast side

of said Russell Street, produced southeasterly; and thence binding on the northeast side of said Russell Street, so produced, North 64°-30'-18" West 148 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on 22nd day of August in the year 1929, and is now on file in the said office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said Kloman Street and Waterview Avenue and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 869.

An ordinance to condemn, open, widen and grade Russell Street, formerly Wenburn Street, from the southeast side of Old Annapolis Road, formerly Maryland Avenue, to the southeast side of a 10-foot alley there situate, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 22nd day of August, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and widen and grade Russell Street, formerly Wenburn Street, from its present width of 40 feet to a width varying from 83.5 feet to 92 feet from the southeast side of Old Annapolis Road, formerly Maryland Avenue, to the southeast side of a 10-foot alley there situate, the land hereby directed to be condemned for said Russell Street being described as follows:

Beginning for the same at a point formed by the intersection of the southeast side of Old Annapolis Road, formerly Maryland Avenue, 82.5 feet wide, and the northeast side of Russell Street, formerly Wenburn Street, 40 feet wide, the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being West 5011.81 feet and South 12300.49 feet; and running thence binding on the northeast side of said Russell Street South $64^{\circ}-30'-18''$ East 577 feet to intersect the southeast side of a 10-foot alley there situate, thence binding on the southeast side of said 10-foot alley South $25^{\circ}-29'-42''$ West 85 feet to intersect a line drawn parallel with and distant 85 feet southwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North $64^{\circ}-$

30'-18" West 250 feet to intersect the northwest side of a 10-foot alley there situate; thence binding on the northwest side of said last mentioned 10-foot alley North 25° -29'-42" East 1.50 feet to intersect a line drawn parallel with and distant 83.5 feet southwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 64° -30'-18" West 82 feet to intersect the southeast side of Sidney Avenue, formerly Patapseo Street, 66 feet wide; thence binding on the southeast side of said Sidney Avenue South 25° -29'-42" West 2.75 feet to intersect a line drawn parallel with and distant 86.25 feet southwesterly measured at right angles, from the first line of this description; thence reversing said line so drawn and binding thereon North 64° -30'-18" West 148 feet to intersect the southeast side of a 10 foot alley there situate; thence binding on the southeast side of said last mentioned 10 foot alley South 25° -29'-42" West 5.75 feet to intersect a line drawn parallel with and distant 92 feet southwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 64° -30'-18" West 97 feet to intersect the southeast side of said Old Annapolis Road; and thence binding on the southeast side of said Old Annapolis Road North 25° -29'-42" East 92 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commis-

sioners for Opening Streets on 22nd day of August in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said Russell Street and the proceedings and rights of all parties interested or affected thereby shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 870.

An ordinance to condemn, open, widen and grade Forest Park Avenue, from its present width of 30 feet to a width varying from 56 feet, more or less, to 66 feet, from the Western Boundary of Baltimore City established 1918, to a lane 16 feet wide, distant 1100 feet, more or less, northeast of Windsor Mill Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-eighth day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and open, widen and grade Forest Park Avenue, from its present width of 30 feet to a width varying from 56 feet more or less to 66 feet, from the Western Boundary of Baltimore City, established 1918, to a lane 16 feet wide, distant 1100 feet more or less northeast of Windsor Mill Road, the land hereby directed to be condemned for said Forest Park Avenue being described as follows:

Beginning for the same at a point on the Western Boundary of Baltimore City, established in 1918, at the distance of 283.03 feet due south from Boundary Stone No. 8536, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 27034.27 feet and North 2658.03 feet; and running thence northeasterly by a line curving to the right with a 613.84 foot radius the distance of 211.92 feet, which are is subtended by a chord bearing North $39^{\circ}-27'-24''$ East 210.87 feet; thence by a line curving to the left with a 755.79 foot radius the distance of 297.90 feet, which are is subtended by a chord bearing North $38^{\circ}-03'-20''$ East 295.97 feet; thence North $26^{\circ}-45'-50''$ East 591.46 feet; thence North $24^{\circ}-12'-30''$ East 1156.13 feet; thence North $20^{\circ}-58'-30''$ East 631.70 feet; thence by a line curving to the left with a 3102.55 foot radius the distance of 320.78 feet, which are is subtended by a chord bearing North $18^{\circ}-01'-37''$ East 319.14 feet; thence by a line curving to the right with a 4612.69 foot radius the distance of 154.46 feet, which are is subtended by a chord bearing North $16^{\circ}-02'-17''$ East 154.45 feet to the southwest side of a 16

foot lane there situate; thence binding on said side of said Lane North $43^{\circ}-14'-20''$ West 75.85 feet to intersect a line drawn parallel with and distant 66 feet northwesterly measured at right angles from the seventh line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 66 feet northwesterly measured at right angles from the sixth, fifth, fourth and third lines of this description; respectively, the five following courses and distances; namely, southwesterly by a line curving to the left with a 4678.69 foot radius the distance of 194.33 feet, which arc is subtended by a chord bearing South $16^{\circ}-16'-07''$ West 194.32 feet; by a line curving to the right with a 3036.55 foot radius the distance of 313.96 feet, which arc is subtended by a chord bearing South $18^{\circ}-01'-37''$ West 312.35 feet, South $20^{\circ}-58'-30''$ West 629.84 feet; South $24^{\circ}-12'-30''$ West 1152.80 feet, and South $26^{\circ}-45'-50''$ West 430 feet more or less to the southwest side of a 15 foot path there situate; thence binding on said side of said path southeasterly 12 feet more or less to the northwest side of Forest Park Avenue, as now laid out, about 30 feet wide; thence binding on said side of said Forest Park Avenue southwesterly 112.50 feet more or less to the division fence there erected along the southern boundary of a parcel of land now used as a cemetery, thence binding on said division fence westerly 12 feet more or less to intersect a line drawn parallel with and distant 66 feet northwesterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon, and along lines drawn parallel with and distant 66 feet northwesterly measured at right angles from the second and

first lines, respectively, of this description, the three following courses and distances; namely, South $26^{\circ}-45'-50''$ West 39.0 feet more or less, by a line curving to the right with a 689.79 foot radius the distance of 271.88 feet, which are is subtended by a chord bearing South $38^{\circ}-03'-20''$ West 270.13 feet, and by a line curving to the left with a 679.84 foot radius the distance of 131.71 feet, which are is subtended by a chord bearing South $43^{\circ}-47'-50''$ West 131.50 feet to intersect said western boundary of Baltimore City; and thence binding on said western boundary due South 117.97 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-eighth day of June in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said Forest Park Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all

amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 871.

An ordinance to condemn and close a portion of Rose Street, formerly Mine Bank Lane, from the south side of an 8-foot alley 263 feet south of Chase Street southerly to the Union Railroad, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the eighteenth day of September, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and close a portion of Rose Street, formerly Mine Bank Lane, from the south side of an 8 foot alley 263 feet south of Chase Street southerly to the Union Railroad, the land hereby directed to be condemned for said portion of Rose Street being described as follows:

Beginning for the same on the west side of Rose Street, formerly Mine Bank Lane, at the distance of 262 feet 11½ inches southerly from the corner formed by the intersection of said west side of Rose Street, with the south side of Chase Street, said point of beginning being at the distance of 8 feet southerly from the inter-

section of said west side of Rose Street with the northernmost or second line of the whole parcel of ground described in a deed from Helmuth Durberg and Wife to Oscar Wolff, trustee, dated March 20, 1891, and recorded among the land records of Baltimore City in Liber J. B. No. 1338, folio 26, and at the southwest corner or intersection of said Rose Street and an alley 8 feet wide proposed to be deeded to the Mayor and City Council of Baltimore; and running thence southerly binding on said West side of Rose Street 131 feet 8½ inches to the northernmost Right of Way line of the Union Railroad; thence easterly binding on said Right of Way 33 feet ¼ inch to the east side of said Rose Street; thence northerly binding on said east side of Rose Street 130 feet 8 inches to intersect a line drawn easterly from the place of beginning in continuation of the direction of said south side of said alley; and thence westerly reversing said line so drawn and binding thereon 33 feet to the place of beginning. The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on eighteenth day of September in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, that when said highway shall be closed under the provisions of this ordinance, all subsurface structures and appurtenances now owned by the Mayor and City Council of Baltimore shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and in the event that any person firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation shall

first obtain permission and permits therefor from the Mayor and City Council of Baltimore and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, that no structure or structures of any kind shall be constructed or erected in said portion of said highway after the same shall have been closed until the subsurface structures and appurtenances shall have been removed and relaid, in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, that on and after the closing of said highway the said Mayor and City Council of Baltimore acting through its duly authorized representatives shall, at all times, have access to said property and to all subsurface structures and appurtenances therein, for the purposes of inspection, maintenance, repair, alteration, relocation and or replacement of any or all of said structures and appurtenances and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said portion of Rose Street (formerly Mine Bank Lane), and the proceedings and rights of all parties interested or

affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland, which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 872.

An ordinance to condemn, open, widen and grade Chestnut Hill Avenue, from its present width of 25 feet to a width varying from 40 feet to 118.39 feet, from the east side of Frisby Street to the east side of Old York Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the twenty-third day of September, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn, open, widen and grade Chestnut Hill Avenue, from its present width of 25 feet to a width varying from 40 feet to 118.39 feet from the east side of Frisby Street to the east side of Old York Road, the land hereby directed to be condemned for said Chestnut Hill Avenue being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Frisby Street, 50 feet wide, and a line drawn parallel with and distant 15 feet southerly measured at right angles from the south side of Chestnut Hill Avenue, 25 feet wide; the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being East 2797.34 feet and North 13329.57 feet; and running thence binding on said line so drawn South $82^{\circ}-22'-10''$ West 51.60 feet to intersect the west side of said Frisby Street thence binding on the west side of said Frisby Street, South $06^{\circ}-40'-30''$ West 80.90 feet to intersect the north side of a 15 foot alley there situate; thence binding on the north side of said 15 foot alley North $83^{\circ}-19'-30''$ West 306.48 feet to intersect the east side of a 10 foot alley there situate; thence binding on the east side of said 10 foot alley North $08^{\circ}-56'-50''$ East 4.32 feet; thence South $89^{\circ}-20'-40''$ West 111.39 feet to a point formed by the intersection of the south side of said Chestnut Hill Avenue and the east side of Old York Road, as now laid out; thence binding on the east side of said Old York Road northerly 12.7 feet more or less to intersect the centre line of said Chestnut Hill Avenue; thence binding on the centre line of said Chestnut Hill Avenue westerly 4.5 feet more or less to intersect the east side of said Old York Road; thence binding on the east side of said Old York Road northerly 27.5 feet more or less to intersect a line drawn parallel with and distant 40 feet northerly measured at right angles from the fifth line of this description; thence reversing said line so drawn and binding thereon North $89^{\circ}-20'-40''$ East 123 feet more or less to a point formed by the intersec-

tion of the north side of said Chestnut Hill Avenue and the west side of a 15 foot alley there situate; thence binding on the north side of said Chestnut Hill Avenue North $82^{\circ}-22'-10''$ East 363.02 feet to intersect the east side of said Frisby Street produced northerly; and thence binding on the east side of said Frisby Street so produced, South $06^{\circ}-40'-30''$ West 41.28 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-third day of September in the year 1929 and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said Chestnut Hill Avenue and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the

Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 873.

An ordinance granting permission to Anton Van Rhyn to erect a metal garage in the rear of his premises 304 N. Pulaski Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Anton Van Rhyn to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 304 N. Pulaski Street; the said garage to be within 4 ft. of a frame over-hang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the frame over-hang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 10, 1929.

WM. F. BROENING, *Mayor*.

No. 874.

An ordinance granting permission to Geo. Lemke to erect a metal garage in the rear of his premises 827 N. Kenwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Geo. Lemke to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 827 N. Kenwood Avenue; the said garage to be within 3 ft. 6 in. of a frame overhang, which is covered with asbestos shingles, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage, and that the frame overhang is fireproofed with stucco on metal lath.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 16, 1929.

WM. F. BROENING, *Mayor*.

No. 875.

An ordinance to lay and collect a tax for the use of the City of Baltimore for the year 1930 on certain bonds, certificates of indebtedness, evidences of debt, shares of stock and mortgages, in accordance with Section 27 of Article 81 of the Code of Public General Laws of Maryland.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That for the year

1930 a tax for the use of the City of Baltimore of thirty cents (\$.30) on every one hundred dollars (\$100.00) of assessed or assessable value of all interest bearing bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued, by any public or private domestic corporation (other than a county or city of the State of Maryland), or made or issued by any State (other than the State of Maryland), territory, district, possession or foreign country, or by any foreign public or private corporation not exempted from taxation by the laws of this State and owned by residents of the City of Baltimore, and also a tax of thirty cents (\$.30) for the use of the City of Baltimore on every one hundred dollars (\$100.00) of assessed or assessable value of all dividend paying shares of stock or shares of any foreign corporation (other than national banks), and all interest bearing mortgages on real estate or tangible personal property situated in whole or in part outside of Maryland not exempt from taxation by the laws of this State and owned by residents of the City of Baltimore, be and the same is hereby levied and imposed in accordance with Section 27 of Article 81 of the Code of Public General Laws, title "Revenue and Taxes," said taxes to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 16, 1929.

WM. F. BROENING, *Mayor*.

No. 876.

An ordinance to lay and collect a tax for the use of the State of Maryland for the year 1930, on certain bonds, certificates of indebtedness, evidences of debt, shares of stock and mortgages, in accordance with Section 27 of Article 81 of the Code of Public General Laws of Maryland.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That for the year 1930 a tax for the use of the State of Maryland of fifteen cents (\$.15) on every one hundred dollars (\$100.00) of assessed or assessable value of all interest bearing bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private domestic corporation (other than a County or City of the State of Maryland), or made or issued by any State (other than the State of Maryland), territory, district, possession or foreign country or by any foreign public or private corporation not exempted from taxation by the laws of this State and owned by residents of the City of Baltimore, and also a tax of fifteen cents (\$.15) for the use of the State of Maryland on every one hundred dollars (\$100.00) of assessed or assessable value of all dividend paying shares of stock or shares of any foreign corporation (other than national banks), and all interest bearing mortgages on real estate or tangible personal property situated in whole or in part outside of Maryland not exempted from taxation by the laws of this State and owned by residents of the City of Baltimore, be and the same is hereby levied and imposed in accordance with Section 27 of Article 81 of the Code of Public General Laws, title "Revenue and Taxes," said taxes to be collected and paid in the manner prescribed by law.

SECTION 2. And be it further ordained, That this ordinance shall take effect from the date of its passage.

Approved December 16, 1929.

WM. F. BROENING, *Mayor*.

No. 877.

An ordinance to lay and collect a tax for the use of the City of Baltimore for the year 1930.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That for the year 1930, a tax of two dollars and thirty-five cents (\$2.35) be and the same is hereby levied and imposed upon every one hundred dollars (\$100.00) of assessed or assessable value of property in the City of Baltimore (excepting such property as may by provision of law be exempt from this rate), for the use of the City of Baltimore and said tax shall be collected and paid in the manner prescribed by law, and shall be apportioned as follows:

General Government.	\$1.863
Protection of Persons and Property.	.4716
Conservation of Health.	.0520
Sanitation and Promotion of Cleanliness.	.1768
Highways.	.1501
Charities, Hospitals and Correction.	.1012
Education.	.5639
Recreation.	.0051
Sinking Funds.	.1472
Interest.	.4281
Pensions, Etc.	.0677

Total Tax. \$2.35

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved December 16, 1929.

WM. F. BROENING, *Mayor*.

No. 878.

An ordinance to lay and collect a tax for the year 1930 for the use of the City of Baltimore on rural property in Baltimore City as such property is defined and directed to be classified by law.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* for the year 1930, a direct tax of one dollar and eight and one-tenth cents (\$1.081) for the use of the City of Baltimore be and the same is hereby levied and imposed on every one hundred dollars (\$100.00) of assessed or assessable value of rural property in Baltimore City, as such property is defined and directed to be classified by law; said tax to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved December 16, 1929.

WM. F. BROENING, *Mayor*.

No. 879.

An ordinance to lay and collect a tax for the year 1930 for the use of the City of Baltimore on suburban property in Baltimore City as such property is defined and directed to be classified by law.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That for the year 1930, a direct tax of one dollar and seventy-one and fifty-five one-hundredths cents (\$1.7155) for the use of the City of Baltimore, be and the same is hereby levied and imposed on every one hundred dollars (\$100.00) of assessed or assessable value of suburban property in Baltimore City, as such suburban property is defined and directed to be classified by law; said tax to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 16, 1929.

WM. F. BROENING, *Mayor*.

No. 880.

An ordinance to lay and collect a tax for the year 1930 for the use of the City of Baltimore on persons and property in that portion of Baltimore City annexed to said City by the Act of 1918, Chapter 82.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That for the year 1930, direct tax of one dollar and ninety-two and seven-tenths cents (\$1.927) for the use of the City of Baltimore, be and the same is hereby

levied and imposed on every one hundred dollars (\$100.00) of assessed or assessable value of property or owners thereof located or resident in or by law taxable in that portion of Baltimore City which was added to said City by the Act of 1918, Chapter 82 (excepting such property as may by provision of law be exempted from this rate); said tax to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved December 16, 1929.

WM. F. BROENING, *Mayor.*

No. 881.

An ordinance to lay and collect a tax for the use of the State of Maryland for the year 1930.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That for the year 1930 a tax of twenty-five cents (\$.25) on every one hundred dollars (\$100.00) of assessed or assessable value of property in the City of Baltimore (excepting such property as may by provision of law, be exempted from this rate), be, and the same is hereby levied and imposed, for the use of the State of Maryland, to be collected and accounted for as provided by law.*

SECTION 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved December 16, 1929.

WM. F. BROENING, *Mayor.*

No. 882.

An ordinance to lay and collect a tax for the use of the City of Baltimore for the year 1930, on the shares of stock of every bank, state or national, and trust company located in and doing business in this State, and on the shares of stock of every domestic casualty, surety, guaranty or fidelity company, fire or marine insurance company and finance corporation.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That for the year 1930, a tax for the use of the City of Baltimore of one dollar (\$1.00) on every one hundred dollars (\$100.00) of assessed or assessable value of all shares of stock of every bank, state or national, and trust company, located in and doing business in this State, and on all shares of stock of every domestic casualty, surety, guaranty or fidelity company, fire or marine insurance company and finance corporation, and subject to taxation in Baltimore City, be and the same is hereby levied and imposed in accordance with Section 27 of Article 81 of the Code of Public General Laws, title "Revenue and Taxes," said taxes to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 16, 1929.

WM. F. BROENING, *Mayor*.

No. 883.

An ordinance to repeal and reordain with amendments Section 43 of Article 46 of the Baltimore City Code, 1927 Edition, title "Taxes," sub-title "City Collector," sub-heading "Discounts," allowing discounts for the prompt payment of taxes in the year 1930.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Section 43 of Article 46 of the Baltimore City Code, 1927 Edition, title "Taxes," sub-title "City Collector," sub-heading "Discounts," be and it is hereby repealed and re-ordained with amendments, to read as follows:

43. The City Collector is hereby authorized and directed to allow on all bills for taxes for municipal purposes for real estate and chattels real, personal chattels, shares of stock, bonds and like securities levied and imposed for the year 1930, a discount of one per centum if paid on or before the twenty-eighth day of February; a discount of three-quarters of one per centum if paid on or before the thirty-first day of March; a discount of one-half of one per centum if paid on or before the thirtieth day of April, and a discount of one-fourth of one per centum if paid on or before the thirty-first day of May.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 16, 1929.

WM. F. BROENING, *Mayor*.

No. 884.

An ordinance to condemn and close a part of Massachusetts Avenue (formerly Baltimore Street), 80 feet wide, from the east side of an Alley east of Hilton Street to the west side of Ellamont Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the first day of October, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a part of Massachusetts Avenue (formerly Baltimore Street), with a width of 80 feet from the east side of an alley east of Hilton Street to the west side of Ellamont Street, the land hereby directed to be condemned for said Massachusetts Avenue being described as follows:

Beginning for the same at the corner formed by the intersection of the northernmost side of Massachusetts Avenue (formerly Baltimore Street) as condemned and opened to a width of 80 feet under Ordinance No. 272, approved March 10, 1909, with the easternmost side of an alley, 10 feet wide, laid out 100 feet easterly from and parallel with the easternmost side of Hilton Street; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 15855.95 feet and South 4925.14 feet; and running thence binding on the northernmost side of said Massachusetts Avenue the three following courses and distances, viz: northeasterly by a line curving toward the left with a radius of 608'-7 $\frac{1}{4}$ " the distance of 127'-9", more or less; North 60°-50'-00" East 239'-4"; and northeasterly by a line curv-

ing toward the right with a radius of $1228'-2\frac{1}{2}"$ the distance of 50 feet, more or less, to the westernmost side of Ellamont Street; thence southerly binding on said westernmost side of Ellamont Street 82 feet, more or less, to the southernmost side of said Massachusetts Avenue; thence binding on said southernmost side of said Massachusetts Avenue the three following courses and distances, viz: Southwesterly by a line curving toward the left with a radius of $1148'-2\frac{1}{2}"$ the distance of 27 feet, more or less; South $69^{\circ}-50'-00"$ West $239'-4"$ and southwesterly by a line curving toward the right with a radius of $688'-7\frac{1}{4}"$ the distance of $151'-3"$, more or less, to the corner formed by the intersection of the southernmost side of said Massachusetts Avenue with the easternmost side of the alley, 10 feet wide, hereinbefore referred to; and thence parallel with Hilton Street North $2^{\circ}-21'-15"$ West 82 feet, more or less, to the place of beginning:

The courses in the above description are referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on first day of October in the year 1929, and now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said Highway shall be closed under the provisions of this ordinance, all subsurface structures and appurtenances now owned by the Mayor and City Council of Baltimore shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple,

and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in said portion of said highway after the same shall have been closed until the subsurface structures and appurtenances shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That on and after the closing of said highway the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall, at all times, have access to said property and to all subsurface structures and appurtenances therein for the purposes of inspection, maintenance, repair, alteration, relocation and/or replacement of any or all of said structures and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained*, That the proceedings of said Commissioners for

Opening Streets with reference to the condemnation and closing of said Massachusetts Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 16, 1929.

WM. F. BROENING, *Mayor*.

No. 885.

An ordinance to condemn and open and grade Massachusetts Avenue, 50 feet wide, from the east side of an Alley east of Hilton Street to the west side of Ellamont Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the first day of October, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Massachusetts Avenue with a width of 50 feet from the east side of an Alley east of Hilton Street to the west side of Ellamont Street, the land hereby directed to be

condemned for said Massachusetts Avenue being described as follows:

Beginning for the same at a point distant $17^{\circ}91\frac{1}{4}''$ South $2^{\circ}21'15''$ East from the corner formed by the intersection of the northernmost side of Massachusetts Avenue (formerly Baltimore Street) as condemned and opened to a width of 80 feet under Ordinance No. 272, approved March 10, 1909, with the easternmost side of an alley 10 feet wide, laid out 100 feet easterly from and parallel with the easternmost side of Hilton Street; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 15855.22 feet and South 4942.91 feet; and running thence North $87^{\circ}21'45''$ East 400 feet, more or less, to the westernmost side of Ellamont Street; thence southerly binding on said westernmost side of Ellamont Street 50 feet; thence South $87^{\circ}21'45''$ West 400 feet, more or less, to a point in line with the easternmost side of the alley, 10 feet wide, hereinbefore referred to; and thence parallel with Hilton Street North $2^{\circ}21'15''$ West 50 feet to the place of beginning.

The courses in the above description are referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on first day of October in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Open-

ing Streets, with reference to the condemnation, opening and grading of said Massachusetts Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 17, 1929.

WM. F. BROENING, *Mayor*.

No. 886.

An ordinance authorizing and directing the exchange between the Mayor and City Council of Baltimore and Robert G. Merrick, or such other person or persons legally entitled thereto of certain lots of ground in Baltimore County.

Whereas, Robert G. Merrick is the owner, or reputed owner, of the fee simple interest in and to a certain lot of ground, situate, lying, and being in Baltimore County, on the south side of the Dulaney Valley Road, at Lock Raven, and which is particularly described as follows:

Beginning for the same at a concrete post at the end of the North 86 degrees 09 minutes East

730 feet line of the firstly described parcel in a deed from Hattie A. Matthews, et al., to the Mayor and City Council of Baltimore, dated August 8, 1922, and recorded among the Land Records of Baltimore County, in Liber W. P. C. No. 557, folio 480, etc.; thence running and bounding on the fifth line of said firstly described parcel in said deed, North 19 degrees 26 minutes East 1370.2 feet to a concrete post at the end thereof, it being at the end of the South 75 degrees 07 minutes West 1190.34 feet line in a deed from Hattie A. Matthews, et al., to the Mayor and City Council of Baltimore, dated September 1, 1916, and recorded among said Land Records in Liber W. P. C. No. 479, folio 34, etc.; thence running and bounding reversely on said last mentioned deed, North 76 degrees 27 minutes East 1189.0 feet; thence by a curve to the right a distance of 536.68 feet (the radius being 580.0 feet and the chord being South 77 degrees 02 minutes East 517.6 feet); thence South 50 degrees 32 minutes East 464.0 feet to a concrete post, it being at the end of the North 50 degrees 38 minutes West 450.0 feet line of the secondly described parcel in the first above mentioned deed; thence running and bounding on said secondly described parcel two courses—South 42 degrees 59 minutes West 1261.7 feet to a concrete post; thence South 75 degrees 10 minutes West 600 feet to a concrete post, it being at the end of the North 80 degrees 30 minutes East 105.6 perches line described in a mortgage from Dennis M. Matthews to Amos Matthews, dated June 30th, 1873, and recorded among said Land Records in Liber E. H. A. No. 52, folio 70, etc.; thence reversely on said line, South 85 degrees 25 minutes West 1037.5 feet to the place of beginning. Containing 56.60 acres of land, be the same, more or less.

Being designated as Lot "A" on the Plat hereto attached and made a part hereof.

And whereas, the Mayor and City Council of Baltimore is vested with the fee simple title in and to all that lot of ground, situate, lying and being in Baltimore County, on the north side of the Dulaney Valley Road, at Lock Raven, and which is more particularly described as follows:

Beginning for the same at a stone at the end of the North $68\frac{3}{4}$ degrees East $65\frac{1}{2}$ perches line of the land conveyed by Sorena J. Smith, widow, to the Mayor and City Council of Baltimore, by deed dated October 14, 1921, and recorded among the Land Records of Baltimore County in Liber W. P. C. No. 546, folio 335, etc.; thence running and bounding on the outlines of said land the four following courses: South 39 degrees 17 minutes East 445.6 feet to a stone, South 13 degrees 32 minutes East 389.8 feet to a stone, South 2 degrees 43 minutes West 336.1 feet to a stone, South 14 degrees 58 minutes West 1150.6 feet to a concrete post on the northernmost side of the Dulaney Valley Road, it being at the end of the North 23 degrees 39 minutes East 45.44 feet line described in a deed from Sorena J. Smith to the Mayor and City Council of Baltimore, dated December 29, 1915, and recorded among the said Land Records in Liber W. P. C. No. 454, folio 476, etc.; thence running and bounding on said last mentioned deed and on the northernmost side of the Dulaney Valley Road, South 86 degrees 38 minutes West 960 feet to a stake; thence for lines of division now made and agreed upon, North 3 degrees 22 minutes West 250.0 feet; thence by a curve to the left 846.0 feet (the radius being 1098.93 feet and the chord being North 25 degrees 26 minutes West 825.7 feet), thence by a

curve to the right 846.0 feet (the radius being 1098.93 feet and the chord being North 25 degrees 26 minutes West 825.7 feet) until it intersects the North 70-1 3 degrees East 120 perches line of the first above mentioned deed at a point distant 626.7 feet from the end thereof; thence running and binding on the outlines of said first above mentioned deed North 74 degrees 18 minutes East 626.7 feet to a stone at the end of said 120 perches line above mentioned; thence still on the outlines of said first mentioned deed, North 72 degrees 43 minutes East 1066.7 feet to the place of beginning.

Being designated as Lot B on the plat hereto attached and made a part hereof.

Being a part of the land conveyed by Sorena J. Smith to the Mayor and City Council of Baltimore.

And whereas, the said Robert G. Merrick is willing to convey to the said Mayor and City Council of Baltimore all his right, title, interest and estate in and to the said lot of ground that the Mayor and City Council of Baltimore may be seized and possessed of said lot in fee simple, in exchange for the lot of ground hereinbefore secondly described, the title whereof, as has been heretofore stated, being vested in the Mayor and City Council of Baltimore.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Mayor of Baltimore be and he is hereby authorized and directed:

First. For and on behalf of the Mayor and City Council of Baltimore to accept from the said Robert G. Merrick, or from such other person or persons as may be legally entitled thereto, the deed conveying to the Mayor and City

Council of Baltimore, all the right, title, interest and estate of the said grantor in and to said lot of ground hereinbefore firstly described, and designated as Lot "A" so that said lot of ground may be vested in the Mayor and City Council of Baltimore in fee simple.

Second. Upon and immediately after the execution and delivery of the deed, mentioned in the preceding paragraph to the Mayor and City Council of Baltimore, in exchange therefor, for and in the name of the Mayor and City Council of Baltimore, to execute and deliver to the said Robert G. Merrick, or to whomsoever may be entitled thereto (with the approval of the Commissioners of Finance, who shall if they so approve, indicate such approval as provided by law) all right, title, interest and estate of the Mayor and City Council of Baltimore in and to all that lot of ground hereinbefore secondly described and designated as Lot "B", which deed shall be acknowledged on behalf of the said Mayor and City Council of Baltimore by the City Comptroller, and shall be subject to the following restrictions, which shall be incorporated in said deed as a covenant to run with the land. That in the development of the tract of land conveyed by the Mayor and City Council of Baltimore containing 69 acres and the contiguous land formerly owned by Adam Roeder and now owned or controlled by the said Robert G. Merrick the deed or deeds shall contain restrictions to run with the land to the effect that the following sanitary regulation should be adopted.

1. That if the houses have a wide space between them a waring (or equivalent) system for sewerage disposal for each premise, the effluent to be leashed into the ground through a

adequate system of tile drain shall be constructed.

2. That in the case of the houses located close to one another a common disposal plant, consisting of an Imhoff Tank and Sand Filter, with the necessary appurtenances, shall be used. In either case the effluent should be disposed of in such a way that it can not be washed into the reservoir, either by direct or indirect means.

A general covenant to prevent a possible pollution of the waters of Loch Raven.

SECTION 2. *And be it further ordained*, That no deed shall be either delivered or accepted by said Mayor of Baltimore City, in accordance with the foregoing provisions of this ordinance, until the said deed, and the title to the property thereby conveyed shall be approved by the City Solicitor.

Approved December 17, 1929.

WM. F. BROENING, *Mayor*.

No. 887.

An ordinance to condemn, open, widen and grade Cooks Lane, from its present width of 33 feet to a width of 60 feet from the north side of Edmondson Avenue, 150 feet wide to the Western Boundary of Baltimore City established in 1918, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 14th day of October, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are

hereby authorized and directed to condemn, open, widen and grade Cooks Lane, from its present width of 33 feet to a width of 60 feet from the north side of Edmondson Avenue, 150 feet wide to the Western Boundary of Baltimore City, established in 1918, the land hereby directed to be condemned for said Cooks Lane being described as follows:

Beginning for the same at the point formed by the intersection of the north side of Edmondson Avenue, as now in process of condemnation and opening, 150 feet wide, under Ordinance No. 828, approved March 12, 1923, and the northeast side of Cooks Lane, as now laid out; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 24388.82 feet and South 1776.02 feet; and running thence binding on said side of said Cooks Lane North $46^{\circ}-37'-00''$ West 383.80 feet; thence North $47^{\circ}-27'-20''$ West 985.29 feet; thence North $45^{\circ}-41'-10''$ West 1650.82 feet; thence by a line curving to the left with a 1115.57 foot radius the distance of 193.51 feet, which arc is subtended by a chord bearing North $50^{\circ}-39'-20''$ West 193.27 feet; thence North $55^{\circ}-37'-30''$ West 375.52 feet to intersect the western boundary line of Baltimore City established in 1918; thence binding on said western boundary line due South 72.70 feet to intersect a line drawn parallel with and distant 60 feet southwesterly measured at right angles from the fifth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 60 feet southwesterly measured at right angles from the fourth, third, second and

first lines of this description, respectively, the five following courses and distances, namely: South $55^{\circ} - 37' - 30''$ East 334.47 feet; by a line curving to the right with a 1055.57 foot radius the distance of 183.11 feet, which are is subtended by a chord bearing South $50^{\circ} - 39' - 20''$ East 182.88 feet; South $45^{\circ} - 41' - 10''$ East 1651.76 feet; South $47^{\circ} - 27' - 20''$ East 985.78 feet, and South $46^{\circ} - 37' - 00''$ East 340.09 feet to intersect the north side of said Edmondson Avenue, and thence binding on the north side of said Edmondson Avenue North $79^{\circ} - 10' - 13''$ East 73.97 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on 14th day of October in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained, That* the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said Cooks Lane and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said

General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 17, 1929.

WM. F. BROENING, *Mayor*.

No. 888.

An ordinance granting permission to Dr. W. B. D. Penniman to erect an open steel frame shed in the rear of his premises, 1122 Cathedral Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Dr. W. B. D. Penniman to erect an open steel frame shed in the rear of his premises, 1122 Cathedral Street; the said shed to be 18 ft. wide and 18 ft. long, to have roof of corrugated iron and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 17, 1929.

WM. F. BROENING, *Mayor*.

No. 889.

An ordinance to condemn and open and grade Springlake Way, 80 feet wide from the southwest side of Bellona Avenue, southwesterly 136 feet more or less to Springlake Way, as now laid out, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twentieth day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open and grade Springlake Way, 80 feet wide from the southwest side of Bellona Avenue, southwesterly 136 feet more or less to Springlake Way as now laid out, the land hereby directed to be condemned for said Springlake Way being described as follows:

Beginning for the same at a point formed by the intersection of the southeast side of Springlake Way, as laid out, 80 feet wide, on the plat of Homeland, produced northeasterly and the southwest side of Bellona Avenue, as now laid out, said point of beginning being distant 58.16 feet northwesterly from a stone on the southwest side of said Bellona Avenue where said Bellona Avenue is intersected by the north outline of Homeland; the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being West 309.78 feet and North 24790.70 feet; and running thence southwesterly by a line curving to the left with a 1269.60 foot radius the distance of 78.53 feet, which arc is subtended by a chord bearing South 37°-23'-41" West 78.52 feet to a point formed by the intersection of the southeast side of said Springlake Way and the north outline of said Homeland;

and thence binding on the north outline of said Homeland South $82^{\circ}-20'-51''$ West 107.14 feet to intersect a line drawn parallel with and distant 80 feet northwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon by a line curving to the right with a 1349.60 foot radius the distance of 192.79 feet, which arc is subtended by a chord bearing North $36^{\circ}-35'-44''$ East 192.63 feet to intersect the southwest side of said Bellona Avenue; and thence binding on the southwest side of said Bellona Avenue southeasterly 87.23 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Way as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twentieth day of June in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening and grading of said Springlake Way, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof,

and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 17, 1929.

WM. F. BROENING, *Mayor*.

No. 890.

An ordinance to repeal Ordinance No. 949, approved Jan. 31, 1927, entitled "An ordinance to condemn, open, widen and grade Merryman's Lane, from the west side of York Road to the east side of Barclay Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 27th day of September, 1926, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Ordinance No. 949, approved Jan. 31, 1927, entitled "An ordinance to condemn, open, widen and grade Merryman's Lane, from the west side of York Road to the east side of Barclay Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 27th day of September, 1926, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 17, 1929.

WM. F. BROENING, *Mayor*.

No. 891.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, in so far as said provisions apply to the premises of John H. Cole, 5711 Belair Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of John H. Cole, 5711 Belair Road, provided, however, that the garage shall not be larger than 28 ft. by 30 ft.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 17, 1929.

WM. F. BROENING, *Mayor*

No. 892.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a theatre, in so far as said ordinance applies to the premises of Louis Hurwitz and Israel Hoffman, at the southeast corner of Maryland Avenue and Oliver Street, known as 1427 and 1429 North Maryland Avenue, Baltimore, Maryland.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions

of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a theatre, be and they are hereby waived in so far as said provisions apply to the premises of Louis Hurwitz and Israel Hoffman, at the southeast corner of Maryland Avenue and Oliver Street, known as 1427 and 1429 North Maryland Avenue, Baltimore, Maryland; provided, however, that any tanks and pumps which may be installed on said premises shall be installed after approval by the Board of Estimates; in accordance with the provisions of Ordinances No. 534, approved December 24, 1925, and No. 644, approved May 3, 1926, and in accordance with plans now on file in the office of the Bureau of Buildings.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 17, 1929.

WM. F. BROENING, *Mayor*.

No. 893.

An ordinance to add a new section to Article 4 of the Baltimore City Code, 1927 edition, entitled "Carriages, Horses, Boats and Scows," said new section to be known as Section 109A and to follow immediately after Section 109 of said Article, prohibiting the parking or standing of vehicles on Lovegrove Alley, between Preston Street and Biddle Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That a new section be and it is hereby added to Article 4 of the Baltimore City Code, 1927 edition, entitled "Carriages, Horses, Boats and Scows," said

new section to be known as Section 109A, to follow immediately after Section 109 of said Article, and to read as follows:

109A. No automobile, wagon, cart or other vehicle shall be permitted to park or stand on Lovegrove Alley, between Preston Street and Biddle Street, except when actually loading or unloading. Any person violating the provisions of this section shall be subject to a penalty not exceeding Ten Dollars (\$10.00) for each and every offense.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 18, 1929.

WM. F. BROENING, *Mayor*.

No. 894.

An ordinance to authorize the Philadelphia, Baltimore and Washington Railroad Company to construct, maintain and operate a single railroad track beginning near where property line of the north side of Boston Street crosses Montford Avenue and then extending in a north-westerly direction to property of Theo. Von Rinteln & Son.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Philadelphia, Baltimore and Washington Railroad Company be, and it is hereby authorized to construct, maintain and operate a single railroad track in the bed of Montford Avenue, said track hereby authorized being described as follows:

The point of switch for said siding to be located on Montford Avenue approximately on building line of Boston Street; thence extending in a northwesterly direction to property of Theo. Von Rinteln & Son.

The track authorized by this ordinance is shown by the lines colored red on the plat hereto annexed, which is made a part of this ordinance.

SECTION 2. *And be it further ordained, That* the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted, the said revaluation and valuation hereinbefore provided for to be

determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its successors or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained*, That the right and power are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that non-compliance, at any time or times, by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 4. *And be it further ordained*, That the said grantee, its successors and assigns, shall, at its own expense, in laying down, from time to time, its said railroad tracks, on said streets, adjust its said tracks to the grades of said streets, as the same are now or may here-

after be established by law, and shall, at its own expense, keep the said tracks and the space between the rails of said tracks and for two feet on either side thereof in thorough repair, and shall, at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portion of said streets, on either side of said tracks, and shall pay to the City of Baltimore, if and so often as said streets shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the space between the rails of said tracks and for two feet on either side thereof.

SECTION 5. *And be it further ordained*, That the tracks hereby authorized shall be constructed and maintained under the supervision and to the entire satisfaction of the Highways Engineer of Baltimore City, and that the rails to be used in the construction and renewals thereof, from time to time, shall be of such character, size and weight as the said Highways Engineer shall determine. The grantee hereunder, its successors or assigns, shall from time to time, at its or their own expense, change the location of the tracks hereby authorized, whenever in the judgment of said Highways Engineer the public convenience may require it, and he shall issue a written order therefor approved by the Board of Estimates of Baltimore City.

SECTION 6. *And be it further ordained*, That the compensation to be paid by the said Philadelphia, Baltimore and Washington Railroad Company, its successors and assigns, for the

franchise and rights hereby granted shall be the sum of One Dollar per lineal foot of single track per annum, payable in advance, during the continuance of said franchise and rights, the number of feet of track and the total amount of said annual compensation to be fixed by the Highways Engineer of Baltimore City upon the measurement by him of the actual number of lineal feet of track constructed, maintained or operated under the provisions of this ordinance; and the said Philadelphia, Baltimore and Washington Railroad Company shall also pay all expenses of advertising this ordinance.

SECTION 7. *And be it further ordained*, That the said grantee, its successors and assigns, shall also pay to the Mayor and City Council of Baltimore, from time to time, within thirty days after written notice from the Highways Engineer of the amount or amounts due, the cost of any or all of the following work, in so far as the same becomes necessary from time to time by reason of, or in anywise resulting from, the construction, maintenance, operation, presence, use, location, relocation, repair, alteration and removal of said tracks:

A. The relocating, altering, repairing, replacing, protecting, strengthening or encasing in concrete of any or all sub-surface structures belonging to the Mayor and City Council of Baltimore located in the streets and alleys occupied by said tracks;

B. The relocating, altering, replacing, repairing, protecting or strengthening of any or all paving, curbing and sidewalks and all other surface structures belonging to the Mayor and

City Council of Baltimore located in said streets and alleys.

C. Such additional sewer inlet, inlets, and other drainage structures, with the necessary connecting pipe or pipes, as may be required for the purpose of proper drainage of said streets, alleys and tracks.

The judgment of the Highways Engineer of Baltimore City as to the necessity for any or all of the above-mentioned work, from time to time, to be final.

SECTION 8. *And be it further ordained*, That should the said grantee, its successors or assigns, remove any of the tracks hereby authorized, or upon any forfeiture of any or all of the rights and franchises hereby granted, or should the said grantee, its successors or assigns, abandon the use of any or all of said tracks, or upon the termination of the rights herein granted and election of the City of Baltimore not to take said plant and property, then in any of such events, from time to time, all the franchises and rights hereby granted shall cease and determine as to the tracks and franchises so affected, without any compensation to the said grantee, its successors or assigns and the said grantee, its successors or assigns, shall promptly remove the tracks and appurtenances so affected, at its entire expense, if and when notified by the said Highways Engineer so to do, and any such removal of tracks and appurtenances shall be done in whole or in part, from time to time, at the option of the City acting through said Highways Engineer. And upon any and all such removals of tracks, the said grantee, its successors and assigns, shall

promptly pave or repave, at their entire expense, the street beds, curbs and sidewalks of all streets and alleys disturbed by such removal of tracks, the said paving or repaving to be done with such materials and in such manner as may be designated by the said Highways Engineer in each instance.

SECTION 9. *And be it further ordained*, That should the said grantee, its successors or assigns, fail, neglect or refuse to perform within a reasonable time any of the work herein required to be done by them, from time to time, then and in any and all such instances the said Mayor and City Council of Baltimore is hereby authorized to proceed to do said work and collect all costs and expenses thereof from said grantee, its successors and assigns.

SECTION 10. *And be it further ordained*, That the said Philadelphia, Baltimore and Washington Railroad Company, its successors and assigns, shall be liable for and shall indemnify and save harmless the Mayor and City Council of Baltimore against any and all suit or suits, loss, claim, damage or expense to which said Mayor and City Council may from time to time be subjected by reason of, or in anywise resulting from the presence, construction, use, operation, maintenance, alteration, repair, location, relocation and removal of said railroad tracks, and especially from any failure or default on the part of the said grantee, its successors and assigns, to perform in a proper and careful manner any of the acts, duties and obligations upon it or them by this ordinance imposed.

SECTION 11. *And be it further ordained*, That the said grantee, its successors or assigns, shall not stand a car or cars on the tracks hereby authorized.

SECTION 12. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 18, 1929.

WM. F. BROENING, *Mayor*.

No. 895.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, in so far as said provisions apply to the premises of David O. Harris, 1201 N. Central Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of David O. Harris, 1201 N. Central Avenue. Provided, however, that the said garage shall not house more than three (3) cars.

SECTION 2. *And be it further ordained*, that this ordinance shall take effect from the date of its passage.

Approved December 18, 1929.

WM. F. BROENING, *Mayor*.

No. 896.

An ordinance granting permission to Uno Erkkila to erect a private garage in the rear of his premises, 527 S. Newkirk Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Uno Erkkila to erect a private garage 14 ft. wide and 17 ft. long in the rear of his premises, 527 S. Newkirk Street; the said garage to be of brick construction, to be within 5 ft. of the present building on the same premises and, together with the existing building, to occupy approximately 93% of the area of the lot; the said garage to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 18, 1929.

WM. F. BROENING, *Mayor*.

No. 897.

An ordinance granting permission to Geo. H. Treuleib to erect a metal garage in the rear of his premises, 511 N. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Geo. H. Treuleib to erect a metal garage 10 ft. wide and 14

ft. long in the rear of his premises, 511 N. Curley Street; the said garage to be within 4 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 18, 1929.

WM. F. BROENING, *Mayor*.

No. 898.

An ordinance granting permission to L. Masek to erect a metal garage in the rear of his premises, 715 N. Belnord Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to L. Masek to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 715 N. Belnord Avenue; the said garage to be within 4 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the

garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 18, 1929.

WM. F. BROENING, *Mayor*.

No. 899.

An ordinance to change the name of Cross Country Boulevard, beginning at the intersection of South Avenue and Wexford Road and running thence southeasterly to West Rogers Avenue, the new name of said Cross Country Boulevard to be Carterdale Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Cross Country Boulevard, beginning at the intersection of South Avenue, and Wexford Road and running thence southeasterly to West Rogers Avenue, be and it is hereby changed and that said Cross Country Boulevard shall hereafter be known as Carterdale Road.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 18, 1929.

WM. F. BROENING, *Mayor*.

No. 900.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a school, in so far as said provisions apply to the premises of Sam Serro, in the rear of the 2900 block W. Lafayette Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the erection of 12 individual garages on the premises of Sam Serro, in the rear of the 2900 block W. Lafayette Avenue. Provided, however, that there shall be no repair work done on said premises.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 18, 1929.

WM. F. BROENING *Mayor*

No. 901.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, in so far as said provisions apply to the premises of Dr. Chas. Cahn, 2145 W. Baltimore Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions

of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the erection of 7 individual concrete block garages on the premises of Dr. Chas. Cahn, 2145 W. Baltimore Street.

SECTION 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved December 18, 1929.

WM. F. BROENING, *Mayor*.

No. 902.

An ordinance to condemn, open and grade Orleans Street Viaduct, in two parts, varying in width from 70 feet to 200 feet from the east side of St. Paul Place to the southwest side of Forrest Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixth day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Orleans Street Viaduct in two parts with a width of 70 to 200 feet from the east side of St. Paul Place to the southwest side of Forrest Street, the land hereby directed to be condemned for said Orleans Street Viaduct being described as follows:*

Beginning for the first part at a point formed by the intersection of the north side of Mulberry Street as now laid out, and the east side of St. Paul Place, as now laid out; and running thence binding on the east side of said St. Paul Place northerly 182.0 feet more or less to intersect the division line between the properties now known as No. 413 and No. 415 St. Paul Place; thence easterly binding on said division line and continuing the same course in all 115 feet more or less to intersect the east side of Hargrove Alley, as now laid out; thence binding on the east side of said Hargrove Alley southerly 45 feet more or less to intersect a line drawn south $88^{\circ}-01'-20''$ west through a point on the east side of Calvert Street as now laid out, said point being distant 30 feet northerly from the point formed by the intersection of the north side of Bath Street as now laid out and the east side of said Calvert Street; thence reversing said line so drawn and binding thereon North $88^{\circ}-01'-20''$ East 990 feet more or less to intersect the southeast side of Front Street, as now laid out; thence binding on the southeast and northeast side of said Front Street, the two following courses and distances; namely, southwesterly 32 feet more or less and southeasterly 84 feet more or less to intersect a line drawn parallel with and distant 100 feet southerly measured at right angles from the fourth line of this description; thence reversing said line so drawn and binding thereon South $88^{\circ}-01'-20''$ West 1028 feet more or less to intersect the east side of said Hargrove Alley; thence binding on the east side of said Hargrove Alley southerly 37 feet more or less to intersect the north side of said Mulberry Street; and thence binding on the north side of said Mulberry Street westerly 114 feet more or less to the place of beginning.

Beginning for the second part at a point formed by the intersection of the southeast side of Hillen Street, as now laid out, and the southwest side of High Street, as now laid out; and running thence binding on the southwest side of said High Street southeasterly 13.0 feet more or less to intersect a line drawn South $88^{\circ}-01'-20''$ West through a point on the northwest side of Gay Street, as now laid out, said point being distant 69.53 feet northeasterly from the point formed by the intersection of the northeast side of Exeter Street as now laid out, and the northwest side of said Gay Street; thence reversing said line so drawn and binding thereon North $88^{\circ}-01'-20''$ East 360 feet more or less to intersect the division line between the properties now known as No. 406 and No. 408 North Exeter Street; thence binding on said division line northeasterly 28 feet more or less to intersect the southwest side of Exeter Street, as now laid out; thence binding on the southwest side of said Exeter Street southeasterly 25 feet more or less to intersect the second line of this description produced easterly; thence binding on said line so produced North $88^{\circ}-01'-20''$ East 70 feet more or less to intersect the division line between the properties now known as No. 403 and No. 405 North Exeter Street; thence binding on said last mentioned division line northeasterly 92 feet more or less to intersect the northeast outline of the property now known as No. 403 North Exeter Street; thence binding on said northeast outline southeasterly 2.5 feet more or less to intersect the division line between the properties now known as No. 400 and No. 402 North Colvin Street; thence binding on the said last mentioned division line northeasterly 69 feet more or less to intersect the southwest

side of Colvin Street, as now laid out; thence binding on the southwest side of said Colvin Street southeasterly 136 feet more or less to intersect the southeast side of said Gay Street; thence binding on the southeast side of said Gay Street northeasterly 60 feet more or less to intersect the division line between the properties now known as No. 419 and No. 421 North Gay Street; thence binding on said last mentioned division line southeasterly 54 feet more or less to intersect a line drawn North $87^{\circ}-27'10''$ East through a point on the northwest side of said Gay Street said point being distant 69.53 feet northeasterly from the point formed by the intersection of the northeast side of said Exeter Street and the northwest side of said Gay Street; thence binding on said line so drawn North $87^{\circ}-27'-10''$ East 356 feet more or less to intersect the northwest side of Low Street, as now laid out; thence binding on the northwest side of said Low Street northeasterly 151 feet more or less to intersect the southwest side of Forrest Street, as now laid out; thence binding on the southwest side of said Forrest Street, southeasterly 205 feet more or less to intersect a line drawn parallel with and distant 70 feet southerly measured at right angles from the twelfth line of this description; thence reversing said line so drawn and binding thereon South $87^{\circ}-27'-10''$ West 742 feet more or less to intersect the southeast side of said Gay Street; thence binding on the southeast side of said Gay Street southwesterly 107 feet more or less to the south corner of said Gay and Exeter Streets; thence crossing said Gay Street northwesterly 80 feet more or less to the west corner of said Gay and Exeter Streets; thence binding on the northwest side of said Gay Street southwest-

erly 40 feet more or less to intersect the division line between the properties now known as No. 364 and No. 366 North Gay Street; thence binding on the said last mentioned division line northwesterly 50 feet more or less to intersect a line drawn parallel with and distant 70 feet southerly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon South $88^{\circ}-01'-20''$ West 505 feet more or less to intersect the southeast side of said Hillen Street; and thence binding on the southeast side of said Hillen Street northeasterly 121.0 feet more or less to the place of beginning.

The courses in the above descriptions are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixth day of June in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Orleans Street Viaduct, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof,

and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 23, 1929.

WM. F. BROENING, *Mayor*.

No. 903.

An ordinance to condemn, open and grade Howard Street, in three parts from the northeast side of Read Street to the southwest side of Right of Way of the Baltimore Belt Railroad in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 15th day of July, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Howard Street, in three parts, with a width of 70 feet to 460 feet, from the northeast side of Read Street to the southwest side of right of way of the Baltimore Belt Railroad, the land hereby directed to be condemned for said Howard Street being described as follows:

Beginning for the first part at a point formed by the intersection of the northeast side of Read Street, formerly Richmond Street, as now laid out, and the northwest side of Howard Street, as now laid out; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey

Commission, being west 1235.32 feet and north 1337.31 feet; and running thence North $6^{\circ}-45'-00''$ West 268.0 feet, more or less, to intersect the northwest side of Biddle Street as now laid out; thence binding on the northwest side of said Biddle Street northeasterly 24 feet, more or less, to intersect the southwest side of Bolton Street, as now laid out; thence binding on the southwest side of said Bolton Street northwesterly 31 feet, more or less, to intersect the first line of this description, produced northerly; thence binding on said line so produced North $6^{\circ}-45'-00''$ West 570 feet, more or less, to intersect the northwest side of Preston Street, as now laid out; thence binding on the northwest side of said Preston Street northeasterly 44.0 feet more or less, to intersect the southwest side of Park Avenue, as now laid out; thence binding on the southwest side of said Park Avenue northwesterly 58.0 feet, more or less, to intersect the first line of this description produced northerly; thence binding on said line so produced North $6^{\circ}-45'-00''$ West 929 feet, more or less, to intersect the northwest side of Dolphin Street, as now laid out; thence binding on the northwest side of said Dolphin Street northeasterly 214 feet, more or less, to intersect the southwest side of Mt. Royal Avenue, as now laid out; thence binding on the southwest side of said Mt. Royal Avenue northwesterly 342 feet, more or less, to intersect the southeast side of Lanvale Street, as now laid out; thence binding on the southeast side of said Lanvale Street southwesterly 320.0 feet, more or less, to intersect the northeast side of John Street, as now laid out; thence binding on the northeast side of said John Street southeasterly 342 feet, more or less, to intersect the northwest side of said

Dolphin Street; thence binding on the northwest side of said Dolphin Street northeasterly 18.0 feet, more or less, to intersect a line drawn parallel with and distant 70 feet westerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South $6^{\circ}-45'-00''$ East 593 feet, more or less, to intersect the southeast side of Hoffman Street, as now laid out; thence binding on the southeast side of said Hoffman Street southwesterly 48.0 feet, more or less, to intersect the northeast side of said Park Avenue; thence binding on the northeast side of said Park Avenue southeasterly 64.0 feet, more or less, to intersect a line drawn parallel with and distant 70 feet westerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South $6^{\circ}-45'00''$ East 1027.0 feet, more or less, to intersect the southeast side of said Biddle Street; thence binding on the southeast side of said Biddle Street southwesterly 45.0 feet, more or less, to intersect the northeast side of said Read Street, and thence binding on the northeast side of said Read Street southeasterly 145.0 feet, more or less, to the place of beginning.

Beginning for the second part at a point formed by the intersection of the northeast side of Mt. Royal Avenue, as now laid out, and the northwest side of Lanvale Street, as now laid out, and running thence binding on the northeast side of said Mt. Royal Avenue northwesterly 65 feet to the division line between the property now known as No. 1307 and No. 1309 Mt. Royal Avenue; thence binding on said division line northeasterly 88 feet, more or less, to a point, the coordinates of said point based

upon the system established by the City of Baltimore Topographical Survey Commission, being West 1474.83 feet and North 3844.48 feet; thence North $21^{\circ}-31'-20''$ East 164 feet, more or less, to intersect the southwest side of the Baltimore Belt Railroad right of way; thence southeasterly binding on the said right of way by a line curving to the right the distance of 140 feet, more or less, to intersect the northwest side of said Lanvale Street; thence binding on the northwest side of said Lanvale Street southwesterly 197.0 feet, more or less, to the place of beginning.

Beginning for the third part at a point formed by the intersection of the northeast side of Mt. Royal Avenue, as now laid out, and the southeast side of Lanvale Street, as now laid out, and running thence binding on the southeast side of said Lanvale Street northeasterly 170.0 feet, more or less, to intersect the west side of the Baltimore Belt Railroad right of way; thence southerly binding on the west side of said right of way by a line curving to the right the distance of 298 feet, more or less, to intersect the northeast side of said Mt. Royal Avenue; thence binding on the northeast side of said Mt. Royal Avenue northwesterly 245 feet, more or less, to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the 15th day of July in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Howard Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 23, 1929.

WM. F. BROENING, *Mayor*.

No. 904.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3, of the Baltimore City Code, 1927 Edition, (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a church, in so far as said provisions apply to the premises of J. & P. Federline, 2034-2040 Frederick Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3, of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a

church, be and they are hereby waived in so far as said provisions apply to the installation of additional tanks and pumps, not to exceed the capacity as provided for by law, on the premises of J. & P. Federline, 2034-2040 Frederick Avenue.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved January 3, 1930.

WM. F. BROENING, *Mayor*.

No. 905.

An ordinance granting permission to John Seward to erect a metal garage in the rear of his premises, 224 N. Fulton Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John Seward to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 224 N. Fulton Avenue; the said garage to be within 3 ft. of a brick building on the same premises, to have no openings in sides or rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved January 9, 1930.

WM. F. BROENING, *Mayor*.

No. 906.

An ordinance to condemn and close a portion, 20 feet wide, of Carnegie Avenue, as condemned and opened under Ordinance No. 218, approved July 8, 1924, from Holabird Avenue to a point 981.97 feet southeasterly, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fourth day of April, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion; 20 feet wide of Carnegie Avenue, as condemned and opened under Ordinance No. 218, approved July 8, 1924, from Holabird Avenue to a point 981.97 feet southeasterly the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the southwest side of Carnegie Avenue, 160 feet wide, as condemned and opened under Ordinance No. 218, approved July 8, 1924, and the south side of Holabird Avenue, formerly Fifth Avenue; the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being East 23879.44 feet and South 9124.95 feet; and running thence binding on the southwest side of said Carnegie Avenue South $20^{\circ}-16'-32''$ East 981.97 feet to intersect the north side of a portion of Carnegie Avenue, now in process of condemnation and closing under Ordinance No. 603, approved December 20, 1928; thence binding on the north side of said portion North $87^{\circ}-06'-30''$ East 20.96 feet to intersect a line drawn parallel with and distant 20 feet northeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding

thereon North $20^{\circ}-16'-32''$ West 981.92 feet to intersect the south side of said Holabird Avenue produced easterly; and thence binding on the south side of said Holabird Avenue so produced South $87^{\circ}-13'-42''$ West 20.97 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on fourth day of April in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of a portion, 20 feet wide, of said Carnegie Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 27, 1930.

WM. F. BROENING, *Mayor*.

No. 907.

An ordinance granting permission to Chas. Blake to erect a metal garage in the rear of his premises, 2307 E. Lafayette Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Chas. Blake to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 2307 E. Lafayette Avenue; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved February 15, 1930.

HOWARD BRYANT,
Acting Mayor.

No. 908.

An ordinance to waive the provisions of Section 448A of the Baltimore City Charter, 1927 Edition, which prohibits the erection of a garage within 600 feet of a hospital, in so far as said section applies to the premises of the Ridge Realty Company, on the lot in the rear of 1501 Park Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions

of Section 448A of the Baltimore City Charter, 1927 Edition, which prohibits the erection of a garage within 600 feet of a hospital, be and they are hereby waived in so far as said provisions apply to the premises of the Ridge Realty Company, on the lot in the rear of 1501 Park Avenue; provided, however, that not more than six individual garages of concrete block construction shall be erected on said lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved February 17, 1930.

HOWARD BRYANT,
Acting Mayor.

No. 909.

An ordinance to repeal Ordinance No. 459, approved July 28, 1925, entitled "An ordinance to condemn, open and grade a 10 foot alley, from the southeast side of Montebello Avenue to the northwest side of Adams Street, between Cokesbury Street and Bartlett Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 21st day of April, 1925, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Ordinance No. 459, approved July 28, 1925, entitled "An ordinance to condemn, open and grade a 10 foot alley, from the southeast side of Montebello Avenue to the northwest side of Adams Street, between Cokesbury Street and Bartlett Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets,

on the 21st day of April, 1925, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained*, That, this ordinance shall take effect from the date of its passage.

State of Maryland,
City of Baltimore, ss.:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on February 18th, 1930.

WALTER E. BEUCHELT,

Assistant Secretary to the Mayor.

No. 910.

An ordinance granting permission to John Brown to erect a frame garage in the rear of his premises, 4029 Echodale Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John Brown to erect a frame garage 12 ft. wide and 16 ft. long in the rear of his premises 4029 Echodale Avenue; the said garage to be within 2 ft. of the party line on one side and within 5 ft. of the property line in the rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

State of Maryland,
City of Baltimore, ss.:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on February 18th, 1930.

WALTER E. BEUCHELT,

Assistant Secretary to the Mayor.

No. 911.

An ordinance granting permission to James O'Neil to erect an addition, for use as a kitchenette in the rear of his premises, 1211 Wilcox Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to James O'Neil to erect an addition 8 ft. wide and 12 ft. long in the rear of his premises, 1211 Wilcox Street; the said addition to be of concrete block construction, to be used as a kitchenette, to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and together with the existing building, to occupy approximately 76% of the area of the lot.

SECTION 2. *And be it further ordained*, That this Ordinance shall take effect from the date of its passage.

Approved February 18, 1930.

HOWARD BRYANT,

Acting Mayor.

No. 912.

An ordinance to condemn and close Cross Street, 50 feet wide, from Key Highway easterly to the Patapsco River, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby, authorized and directed to condemn and close Cross Street with a width of 50 feet from Key Highway to the Patapsco River, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Key Highway, as now laid out, and the north side of Cross Street, as now laid out 50 feet wide, and running thence binding on the north side of said Cross Street north $82^{\circ}-31'-00''$ east 759.87 feet, to intersect the combined pierhead and bulkhead line of the Patapsco River, established by the United States Government in 1917; thence binding on said combined pierhead and bulkhead line south $24^{\circ}-28'-00''$ east 52.28 feet to intersect a line drawn parallel with and distant 50 feet southerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon south $82^{\circ}-31'-00''$ west 778.25 feet to intersect the east side of said Key Highway; and thence binding on the east side of said Key Highway north $03^{\circ}-13'-00''$ west 50.14 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by

the City of Baltimore Topographical Survey Commission.

See plat of said street as proposed to be condemned and closed on file in the office of the Commissioners for Opening Streets, City Hall.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on ninth day of January in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That when said highway shall be closed under the provisions of this Ordinance, all subsurface structures and appurtenances now owned by the Mayor and City Council of Baltimore, shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained,* That, after said portion of Cross Street shall have been closed, no structure or structures of any kind shall be constructed or erected therein within the area of the easement reserved and/or conveyed to the Mayor and City Council of Baltimore for the existing storm water drain in Cross Street.

SECTION 4. *And be it further ordained*, That on and after the closing of said highway, the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall, at all times, have access to said property and to all subsurface structures and appurtenances therein, for the purposes of inspection, maintenance, repair, alteration, relocation and/or replacement, of any or all of said structures and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Cross Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 20, 1930.

HOWARD BRYANT,

Acting Mayor.

No. 913.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a church, in so far as said provisions apply to the premises of the Shell Eastern Petroleum Products, Inc., at the southwest corner of Chase and Aisquith Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of The Shell Eastern Petroleum Products, Inc., at the southwest corner of Chase and Aisquith Streets.

SECTION 2. *And be it further ordained*, That this Ordinance shall take effect from the date of its passage.

Approved February 20, 1930.

HOWARD BRYANT,
Acting Mayor.

No. 914.

An ordinance granting permission to Andrew De Baufre to erect a metal garage in the rear of his premises 133 N. Linwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be

and the same is hereby granted to Andrew De Baufre to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 133 N. Linwood Avenue; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained, That this Ordinance shall take effect from the date of its passage.*

Approved February 24, 1930.

JAMES J. O'MEARA,
Acting Mayor.

No. 915.

An ordinance granting permission to Theresa Goodman to erect a metal garage in the rear of her premises, 1808 W. Franklin Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That permission be and the same is hereby granted to Theresa Goodman to erect a metal garage 10 ft. wide and 16 ft. long in the rear of her premises, 1808 W. Franklin Street; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the*

sides or rear of said garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved February 24, 1930.

JAMES J. O'MEARA,
Acting Mayor.

No. 916.

An ordinance to extend the time for the exercise of the permit granted under authority of Ordinance No. 625, approved Jan. 17, 1929, entitled "An ordinance granting permission to the Lyndhurst Corporation to erect a building on the premises on the northwest corner of Edmondson Avenue and Edgewood Street, known as 3500 Edmondson Avenue, for the exhibition of motion picture shows and theatrical performances and for use as bowling alleys and a room for public meetings."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the permit granted under authority of Ordinance No. 625, approved Jan. 17, 1929, entitled "An ordinance granting permission to the Lyndhurst Corporation to erect a building on the premises on the northwest corner of Edmondson Avenue and Edgewood Street, known as 3500 Edmondson Avenue, for the exhibition of motion picture shows and theatrical performances and for use as bowling alleys and a room for public meetings," be and it is hereby extended for a period of six (6) months from Mar. 16, 1930.

SECTION 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved February 25, 1930.

HOWARD BRYANT,
Acting Mayor.

No. 917.

An ordinance granting to The United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate a single track, with the necessary poles, wires and over head construction as follows: A single track connecting with the existing southbound track on Sharp Street and curving thence around the northeast corner of Sharp and West Street, and running on West Street to Leadenhall Street; thence curving around the southwest corner into Leadenhall Street, and running on Leadenhall Street to Ostend Street; thence curving around the northwest corner of Leadenhall Street into Ostend Street and there connecting with the existing westbound track on Ostend Street; and to run on the aforesaid tracks cars to be propelled by electricity, or by the storage system, or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct and maintain a single track at the following points, and to run cars and to operate a railway thereon, and also to erect and maintain the necessary poles, wires and overhead construction and appurtenances as may be necessary and proper for said single track, namely: The right to lay a single track connect-*

ing with the existing southbound track on Sharp Street and curving thence around the northeast corner of Sharp Street and West Street, and running on West Street to Leadenhall Street; thence curving around the southwest corner into Leadenhall Street and running on Leadenhall Street to Ostend Street; thence curving around the northwest corner of Leadenhall Street into Ostend Street and there connecting with the existing westbound track on Ostend Street; and to run on the aforesaid tracks cars to be propelled by electricity, or by the storage system, or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 2. *And be it further ordained,* That the said railway tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer and the rails and renewals thereof, from time to time, shall be of the most improved pattern of girder rails and of a gauge similar to tracks now in use in the said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets or down the gutters thereof.

SECTION 3. *And be it further ordained,* That The United Railways and Electric Company of Baltimore, its successors and assigns, shall, at its own expense, in laying down or in relaying down, from time to time, its said railway tracks on said streets, adjust its said tracks to the grades of said streets as the same are now or may hereafter be established by law, and shall, at its own expense, keep the space within each of said tracks, and for two feet outside

of each outer rail of each of said tracks in thorough repair; and shall, at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said road-bed on either side of said tracks; and shall pay to the City if and so often as said streets or any of them shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents or any other officers or agents, duly authorized by law, the cost of paving or repaving the spaces between the said tracks and extending for two feet on either side thereof, of whatever material the same may be constructed. The United Railways and Electric Company of Baltimore shall also pay to the City, within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating, strengthening or otherwise protecting all sub-surface structures belonging to the Mayor and City Council of Baltimore, located in the street beneath the space between the rails of said tracks and for two feet on either side thereof, and shall pay to the City within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating any surface structures belonging to the City made necessary by the construction of said tracks; the judgment of the Highways Engineer approved by the Board of Estimates as to the work necessary to safeguard said sub-surface structures and as to the necessity of relocating any surface structures to be final; and the said The United Railways and Electric Company of Baltimore shall also pay to the Mayor and City Council of Baltimore within thirty days after written notice from the Highways Engineer of the amount due, the cost of such

additional sewer inlet or inlets, with the necessary connecting pipe or pipes as in the judgment of the Highways Engineer are required for the purpose of proper drainage as the result of the construction of said tracks. The said work of relocating surface structures and relocating strengthening or otherwise protecting sub-surface structures to be done concurrently with the laying of said tracks and before the restoration of the street paving.

SECTION 4. *And be it further ordained*, That the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonably regulate, in the public interest the exercise of the right herein granted and that the said right shall be executed and enjoyed within six (6) months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years; and with the further right to said grantee at a fair revaluation, including in such revaluation the value derived from said right to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of said Grantee, to be constructed by virtue of this ordinance which shall be and become the property of the City of Baltimore, at its election, on its paying said Grantee said valuation; that said payment is to be at a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valuation hereinbefore pro-

vided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by the said Grantee, its representatives or assigns, who in case they shall be unable to agree between themselves, shall appoint a third arbitrator and the decision of a majority of said arbitrators shall be final and binding as to a revaluation or valuation aforesaid; provided that if said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Board of Estimates shall appoint such umpire.

SECTION 5. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with the aforesaid grants and not inconsistent with the terms thereof; and in the event of the said Grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchise and rights are hereby granted, said franchise and rights shall be and become null and void.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the Grantee, its successors or assigns, with any of the terms of the grants hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grants hereby made.

SECTION 7. *And be it further ordained*, That the compensation to be paid by The United Railways and Electric Company of Baltimore for the franchises and rights hereby granted shall be the sum of Four Hundred and Forty-two Dollars (\$442.00) and all expenses of advertising.

SECTION 8. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved February 27, 1930.

HOWARD BRYANT,
Acting Mayor.

No. 918.

An ordinance authorizing the Mayor and City Council of Baltimore to sell to the Northern Central Railway Company, that portion of Exeter Street which was condemned and closed under Ordinance No. 54, approved July 14, 1927, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets and now on file in said office, said lot of ground being no longer needed for public use.

WHEREAS, By Ordinance No. 54, approved July 14th, 1927, the Commissioners for Opening Streets were authorized and directed to condemn and close Exeter Street, from the south side of Aliceanna Street to the north side of Lancaster Street as condemned and opened under Ordinance No. 55, approved July 14th, 1927; and

WHEREAS, The said Commissioners for Opening Streets have completed the proceedings for the closing of said portion of Exeter Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Comptroller be and he is hereby authorized to sell, in accordance with Section 13 of the City Charter, to the Northern Central Railway Company, the following described property, said property being no longer needed for public use.

Beginning for the same on the south side of Aliceanna Street at the distance of 257 feet westerly from the southwest corner of Central Avenue as now laid out 100 feet wide, and Aliceanna Street; and running thence southerly binding on the lot belonging to the Northern Central Railway Company, 236.6 feet to the north side of Lancaster Street, 100 feet wide; and running thence westerly binding on the north side of Lancaster Street, 50 feet; running thence northerly, parallel to the first line in this description, 236 feet to the south side of Aliceanna Street; and running thence easterly binding on the south side of Aliceanna Street, 50 feet to the place of beginning.

The mention of the streets and avenues in the above description is for the purpose of description only and the right of the Mayor and City Council of Baltimore in and to the same is to be specially reserved.

SECTION 2. *And be it further ordained*, That when the said lot is conveyed the Mayor and City Council of Baltimore shall reserve to itself all water pipes, sewers, stormwater or sanitary drains, and conduits, and all sub-surface structures, now owned by the Mayor and City Council of Baltimore, shall be and continue to be the property of the Mayor and City Council of Baltimore, absolutely, and in the event that any person, firm or corporation shall desire

to remove, alter or interfere therewith, such person, firm or corporation shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall, in the application for such permission and permits, agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind, except the tracks shown in yellow on the plat attached to Ordinance No. 634, approved May 3rd, 1926, shall be erected on any part of the property hereby authorized to be sold or in any part of the bed of Exeter Street, as condemned and closed under the provisions of said Ordinance No. 54, until the sub-surface structures shall have been removed and re-laid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the said Northern Central Railway Company, or other body corporate, person or persons desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That no deed or deeds shall pass in accordance with the above sections or any of them, unless the same shall be approved by the City Solicitor.

SECTION 5. *And be it further ordained*, That this Ordinance shall take effect from the date of its passage.

Approved March 3, 1930.

HOWARD BRYANT,
Acting Mayor.

No. 919.

An ordinance to repeal and reordain with amendments Paragraph 14, Section 4, Article 3 of the Baltimore City Code, 1927 Edition, title "Buildings," sub-title "Application for Permits," relating to fees for permits for new buildings or construction.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Paragraph 14, Section 4, Article 3 of the Baltimore City Code, 1927 Edition, title "Buildings," sub-title "Application for Permits," be and it is hereby repealed and reordained with amendments, to read as follows:

1 Par. 14. The parties making every such ap-
2 plication shall deposit therewith a sum of money
3 equal to \$1.00 per thousand dollars of the esti-
4 mated cost of the construction, alteration or
5 repairs for which such permit is asked, pro-
6 vided that the minimum deposit for a permit
7 for new construction estimated to cost in excess
8 of two hundred dollars shall be \$10.00 and the
9 minimum deposit for new construction esti-
10 mated to cost two hundred dollars or less and
11 for repairs or alterations shall be \$1.00. There
12 is hereby imposed, as a license tax or permit fee,
13 for every permit required by this Article, a
14 charge equal to \$1.00 per thousand dollars of
the cost of such construction, alterations or re-
pairs, provided that the minimum charge upon
a permit for new building or buildings, the cost
of construction of which shall exceed two hun-
dred dollars, shall be \$10.00 and the minimum
charge upon a permit for new building or build-
ings, the cost of construction of which shall be
two hundred dollars or less, and for repairs or
alterations shall be \$1.00. Upon the completion
of any such new buildings, alterations or re-

pairs, the owner shall report to the Buildings Engineer the actual cost thereof, and the charge hereby made shall be calculated upon the actual cost; and in case of any difference between the estimated and actual cost the charge shall be adjusted so as to correspond to the actual cost.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 3, 1930.

HOWARD BRYANT,
Acting Mayor.

No. 920.

An ordinance granting permission to H. Bernhardt to erect a kitchenette in the rear of his premises, 104 S. Potomac Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to H. Bernhardt to erect a kitchenette 7 ft. wide and 7 ft. 6 in. long in the rear of his premises, 104 S. Potomac Street; the said kitchenette to be near a frame overhang to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and, together with the existing building, to occupy approximately 69% of the area of the lot. Provided, however, that the bottom of the frame overhang shall be fire-proofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 4, 1930.

HOWARD BRYANT,
Acting Mayor.

No. 921.

An ordinance to condemn, open, widen and grade Patapsco Avenue, in two parts, varying in width from 80 feet to 107.51 feet, from the east side of Caton Avenue to the west side of Annapolis Road in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 20th day of June, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Patapsco Avenue, in two parts, with a width of 80 feet to 107.51 feet from the east side of Caton Avenue to the west side of Annapolis Road, the land hereby directed to be condemned for said Patapsco Avenue being described as follows:

Beginnig for the first part at a point on the east side of Caton Avenue, as now in process of condemnation under Ordinance No. 365, approved April 9, 1925, at the distance of 310.64 feet northerly from the point formed by the intersection of the southern boundary of Baltimore City established in 1918 and the east side of said Caton Avenue; the coordinates of said point of beginning based upon the system estab-

lished by the City of Baltimore Topographical Survey Commission, being West 13790.40 feet and South 14313.06 feet; and running thence North $66^{\circ}-15'-50''$ East 28.72 feet; thence South $40^{\circ}-25'-36''$ East 341.43 feet to intersect the southeast side of Washington Boulevard, as now in process of condemnation, 80 feet wide, under Ordinance No. 514, approved July 17, 1928; thence binding on the southeast side of said Washington Boulevard South $49^{\circ}-34'-24''$ West 5.26 feet to intersect a line drawn parallel with and distant 150 feet northeasterly measured at right angles from the said southern boundary of Baltimore City established in 1918; thence binding on said line so drawn South $60^{\circ}-39'-50''$ East 1225.0 feet more or less to intersect the northwest side of the Baltimore and Ohio Railroad right of way, as now laid out; thence binding on the northwest side of said Right of Way the two following courses and distances; namely, northeasterly 78.0 feet more or less and northeasterly 10.16 feet more or less to intersect a line drawn parallel with and distant 80 feet northeasterly measured at right angles from the fourth line of this description, thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 80 feet northeasterly measured at right angles from the second line of this description, respectively, the two following courses and distances; namely North $60^{\circ}-39'-50''$ West 1233.20 feet more or less and North $40^{\circ}-25'-36''$ West 512.87 feet to intersect the east side of said Caton Avenue; and thence binding on the east side of said Caton Avenue South $07^{\circ}-03'-00''$ East 195.42 feet to the place of beginning.

Beginning for the second part at a point on the west side of Annapolis Road, as now in

process of condemnation, 120 feet wide, under Ordinance No. 416, approved May 27, 1925, said point of beginning being distant 739.96 feet northerly from the point formed by the intersection of the West side of said Annapolis Road and the southern boundary of Baltimore City established in 1918; the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being West 6910.59 feet and South 17663.92 feet; and running thence North $60^{\circ}-39'-50''$ West 1365.40 feet; thence by a line curving to the left with a 977.49 foot radius the distance of 292.11 feet, which are is subtended by a chord bearing North $69^{\circ}-13'-30''$ West 291.03 feet; thence North $77^{\circ}-47'-10''$ West 1117.29 feet; thence North $75^{\circ}-59'-30''$ West 528.44 feet; thence by a line curving to the right with a 1057.49 foot radius the distance of 282.90 feet, which are is subtended by a chord bearing North $68^{\circ}-19'-40''$ West 282.06 feet to intersect a line drawn parallel with and distant 150 feet northeasterly measured at right angles from the said southern boundary of Baltimore City; thence binding on said line so drawn North $60^{\circ}-39'-50''$ West 2354.0 feet more or less to intersect the southeastern outline of the Baltimore and Ohio Railroad Right of Way, as now laid out; thence binding on the southeastern outline of said Right of Way northeasterly 83.0 feet more or less to intersect a line drawn parallel with and distant 80 feet northeasterly measured at right angles from the sixth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet northeasterly measured at right angles from the fifth, fourth, third, second and first lines of this de-

scription, respectively, the six following courses and distances; namely, South $60^{\circ}-39'-50''$ East 2335.0 feet more or less by a line curving to the left with a 977.49 foot radius the distance of 261.50 feet, which are is subtended by a chord bearing South $68^{\circ}-19'-40''$ East 260.72 feet; South $75^{\circ}-59'-30''$ East 527.19 feet; South $77^{\circ}-47'-10''$ East 1116.04 feet by a line curving to the right with a 1057.49 foot radius the distance of 316.02 feet, which are is subtended by a chord bearing South $69^{\circ}-13'-30''$ East 314.845 feet and South $60^{\circ}-39'-50''$ East 1337.82 feet to intersect the west side of said Annapolis Road; and thence binding on the west side of said Annapolis Road South $10^{\circ}-19'-14''$ West 84.62 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the 20th day of June in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Patapsco Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New

Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 10, 1930.

WM. F. BROENING, *Mayor*.

No. 922.

An ordinance to condemn, open and grade Lyon Street, 80 feet wide, from the northeast side of Baltimore Belt Railroad Right of Way to the southwest side of Erdman Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixth day of November, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby, authorized and directed to condemn, open and grade Lyon Street with a width of 80 feet from the northeast side of Baltimore Belt Railroad right of way to the southwest side of Erdman Avenue, the land hereby directed to be condemned for said Lyon Street being described as follows:

Beginning for the same at a point formed by the intersection of the southeast side of Lyon Street, 80 feet wide, as condemned and opened under Ordinance No. 346, approved March 9, 1925, and the northeast side of the Baltimore Belt Railroad right of way; the coordinates of said point of beginning, based upon the sys-

tem established by the City of Baltimore Topographical Survey Commission, being East 16052.91 feet and North 2509.48 feet; and running thence binding on the southeast side of Lyon Street as now laid out, 80 feet wide, North $43^{\circ}-56'-00''$ East 569.33 feet to intersect the southwest side of Erdman Avenue as condemned and opened under Ordinance No. 654, approved May 14, 1926; thence binding on the southwest side of said Erdman Avenue North $49^{\circ}-25'-00''$ west 80.14 feet to intersect a line drawn parallel with and distant 80 feet northwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South $43^{\circ}-56'-00''$ west 564.13 feet to intersect the northeast side of said Baltimore Belt Railroad right of way; and thence binding on the northeast side of said Baltimore Belt Railroad right of way South $45^{\circ}-41'-40''$ east 80 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on sixth day of November in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening and grading of said Lyon Street, and the proceedings and rights of all

parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well all amendments thereof, and also any other acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 10, 1930.

WM. F. BROENING, *Mayor*.

No. 923.

An ordinance to condemn, open and grade Woodstock Avenue, 50 feet wide, from the southwest side of Pelham Avenue to the northeast side of Erdman Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 21st day of October, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Woodstock Avenue with a width of 50 feet from the southwest side of Pelham Avenue to the northeast side of Erdman Avenue, the land hereby directed to be condemned

for said Woodstock Avenue being described as follows:

Beginning for the same at a point formed by the intersection of the southwest side of Pelham Avenue, formerly Glenwood Avenue, 40 feet wide, and the southeast side of a 20 foot alley; said point of beginning being at the distance of 575.29 feet North $50^{\circ}-15'-30''$ West from the point formed by the intersection of the southwest side of said Pelham Avenue and the northwest side of Cardenas Avenue; the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being East 11804.73 feet and North 10618.02 feet; and running thence binding on the southeast side of said 20 foot alley and continuing the same course in all South $41^{\circ}-15'-20''$ West 277.84 feet; thence South $40^{\circ}-51'-32''$ West 505.06 feet; thence South $41^{\circ}-19'-24''$ West 196.26 feet; thence South $39^{\circ}-53'-05''$ West 386.70 feet to intersect the northeast side of Erdman Avenue, 40 feet wide; thence binding on the northeast side of said Erdman Avenue North $50^{\circ}-12'-50''$ West 50 feet to intersect a line drawn parallel with and distant 50 feet northwesterly measured at right angles from the fourth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet northwesterly measured at right angles from the third, second and first lines, respectively, of this description the four following courses and distances, namely, North $39^{\circ}-53'-05''$ East 387.41 feet; North $41^{\circ}-19'-24''$ East 196.68 feet; North $40^{\circ}-51'-32''$ East 505.03 feet; and North $41^{\circ}-15'-20''$ East 276.69 feet to intersect the southwest side of

said Pelham Avenue produced northwesterly; and thence binding on the southwest side of said Pelham Avenue, so produced, South 50°-15'-30" East 50.02 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on 21st day of October in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening and grading of said Woodstock Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 10, 1930.

WM. F. BROENING, *Mayor*.

No. 924.

An ordinance to repeal Ordinance No. 654, approved February 20th, 1929, entitled "An ordinance to condemn, open, widen and grade Pennington Avenue, 70 feet wide, from Alder Street to the Southern Boundary established 1918; and from the southern boundary established 1918 to Marley Neck Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the 15th day of November, 1928, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Ordinance No. 654, approved February 20th, 1929, entitled "An ordinance to condemn, open, widen, and grade Pennington Avenue, 70 feet wide, from Alder Street to the Southern Boundary established in 1918; and from the Southern Boundary established 1918 to Marley Neck Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the 15th day of November, 1928, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 10, 1930.

WM. F. BROENING, *Mayor*.

No. 925.

An ordinance to condemn, open and grade Cold Spring Lane, 80 feet wide, from the east side of Beauregard Avenue as now in the process of condemnation, to the west side of Hillen Road as now in the process of condemnation in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the 14th day of November, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Cold Spring Lane with a width of 80 feet, from the east side of Beauregard Avenue as now in the process of condemnation, to the west side of Hillen Road as now in the process of condemnation, the land hereby directed to be condemned for said Cold Spring Lane being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Beauregard Avenue, 80 feet wide, as now in process of condemnation, under Ordinance No. 812, approved July 26, 1926, and the south side of Cold Spring Lane, 80 feet wide, as condemned and opened under Ordinance No. 743, approved June 29, 1926, produced easterly; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 4549.77 feet and North 17294.62 feet; and running thence South $83^{\circ}-01'-35''$ East 733.07 feet; thence by a line curving to the left with a 661.20 foot radius the distance of 427.35 feet, which are is subtended by a chord bearing North $78^{\circ}-27'-28''$ East 419.96 feet; thence North $59^{\circ}-56'-30''$ East 601.76 feet; thence by a line curving to the right with a 553.43 foot radius the distance of 322.70 feet, which are is subtended by a chord bearing North $76^{\circ}-38'-45''$ East 318.14 feet; thence South $86^{\circ}-39'-00''$ East 1807.96 feet to intersect the west side of Hillen Road, 60 feet wide, as now in process of condemnation under Ordinance No. 363, approved April 23, 1928; thence binding on the west side of said Hillen Road North $12^{\circ}-03'-20''$ East 80.93 feet to intersect a line drawn parallel with and distant 80 feet northerly measured at right

angles from the fifth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet northerly measured at right angles from the fourth, third, second and first lines, respectively, of this description, the five following courses and distances, namely: North $86^{\circ}-39'-00''$ West 1820.21 feet; by a line curving to the left with a 633.43 foot radius the distance of 369.34 feet, which are is subtended by a chord bearing South $76^{\circ}-38'-45''$ West 364.13 feet; South $59^{\circ}-56'-30''$ West 601.76 feet; by a line curving to the right with a 581.20 foot radius the distance of 375.65 feet, which are is subtended by a chord bearing South $78^{\circ}-27'-28''$ West 369.14 feet; and North $83^{\circ}-01'-35''$ West 733.07 feet to intersect the east side of said Beauregard Avenue; and thence binding on the east side of said Beauregard Avenue South $06^{\circ}-58'-25''$ West 80 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on 14th day of November in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening and grading of said Cold Spring Lane and the proceedings and rights of all parties interested or affected thereby, shall be reg-

ulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 10, 1930.

WM. F. BROENING, *Mayor*.

No. 926.

An ordinance granting permission to Albert Ritterpusch to erect a metal garage in the rear of his premises, 30 S. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Albert Ritterpusch to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 30 S. Curley Street; the said garage to be within 2 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 10, 1930.

WM. F. BROENING, *Mayor*.

No. 927.

An ordinance granting permission to Leach & Damesyn, Inc., to make openings in the north and west walls of the two-story brick building to be erected on their premises on the east side of Eaton Street, 40 feet south of Eastern Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Leach & Damesyn, Inc., to make five openings in the north wall (one on the first story and four on the second story) and three openings in the west wall on the first story of the two-story brick building to be erected on their premises on the east side of Eaton Street, 40 feet south of Eastern Avenue; the said openings to be fireproofed, proper exists to be installed for persons, occupying the building, the said building to be used as an automobile service building, to adjoin a gasoline service station and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 10, 1930.

WM. F. BROENING, *Mayor*.

No. 928.

An ordinance authorizing the Board of Estimates to sell, exchange or otherwise dispose of a lot of ground at the southeasternmost corner of Northern Parkway, formerly Lake Avenue, and Ready Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Board of Estimates be and it is hereby authorized to sell, exchange or otherwise dispose of the lot of ground on the southeasternmost corner of Northern Parkway and Ready Avenue, which was surrendered to the Mayor and City Council in the condemnation and opening of Lake Avenue (now Northern Parkway under Ordinance No. 146, approved April 16th, 1924, and described as follows:

Beginning for the same on the southern side of Lake Avenue, as condemned and opened under Ordinance No. 146 of the Mayor and City Council of Baltimore, approved April 16th, 1924, and the east side of Ready Avenue, and running thence binding on the east side of Ready Avenue south no degrees fifty-four minutes forty seconds west (S. $00^{\circ}-54'-40''$ W.) twenty-five (25) feet, and running thence south eighty-nine degrees five minutes twenty seconds east (S. $89^{\circ}-05'-20''$ E.) one hundred and fifty (150) feet; and running thence north no degrees fifty-four minutes forty second east (N. $00^{\circ}-54'-40''$ E.) twenty-five (25) feet to the south side of Lake Avenue, opened as aforesaid; thence still continuing the same course twelve and fifty hundredths (12.50) feet to the south side of Lake Avenue (now Northern Parkway) as condemned and closed in accordance with Ordinance No. 627, approved January 22nd, 1929, to a width of eighty (80) feet; and running thence binding on

the said side of Northern Parkway eighty (80) feet wide, north eighty-nine degrees five minutes twenty seconds west (N. $89^{\circ}-05'-20''$ W.) one hundred and fifty (150) feet to the east side of Ready Avenue; and running thence binding on the east side of Ready Avenue south no degrees fifty-four minutes forty seconds west (S. $00^{\circ}-54'-40''$ W.) twelve and fifty-hundredths (12.50) feet to the place of beginning.

Said lot of ground being no longer needed for public use.

The mention of Street, Avenue, and Parkway in the above description is for the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained*, That no deed or deeds shall pass in accordance with the above section until the same shall be approved by the City Solicitor.

Approved March 10, 1930.

WM. F. BROENING, *Mayor*.

No. 929.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage and the sale of gasoline within 300 feet of a motion picture theatre; in so far as said provisions apply to the premises of Lee Dornberg, 1528 Pennsylvania Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions

of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage and the sale of gasoline within 300 feet of a motion picture theatre, be and they are hereby waived in so far as said provisions apply to the premises of Lee Dornberg, 1528 Pennsylvania Avenue.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 10, 1930.

WM. F. BROENING, *Mayor*.

No. 930.

An ordinance to condemn and close two portions of Belvedere Avenue, 60' wide not included in the bed of Belvedere Ave. as condemned and opened under Ord. No. 414, approved May 21, 1928, from Roland to Falls Rd., in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-fifth day of November, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close two portions of Belvedere Avenue 60' wide not included in the bed of Belvedere Avenue as condemned and opened under Ordinance No. 414, approved May 21, 1928, from Roland Avenue to Falls Road, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the first portion at a point on the north side of Belvedere Avenue, 70 feet wide, as condemned and opened under Ordinance No. 414, approved May 21, 1928, distant north $87^{\circ}-02'-30''$ West 1791.23 feet from the point formed by the intersection of the north side of said Belvedere Avenue and the west side of Roland Avenue 106 feet wide; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 7215.11 feet and north 23695.34 feet; and running thence binding on the northwest side of said Belvedere Avenue the two following courses and distances, namely, by a line curving to the left with a 734 foot radius the distance of 301.91 feet, which arc is subtended by a chord bearing south $81^{\circ}-10'-30''$ west 299.78 feet; and south $69^{\circ}-23'-30''$ west 108.53 feet to intersect the northwest side of Belvedere Avenue, as originally laid out, 60 feet wide; thence binding on the northwest and north sides of said last mentioned Belvedere Avenue the two following courses and distances, namely, north $57^{\circ}-55'-50''$ east 182.26 feet and south $87^{\circ}-02'-30''$ east 243.69 feet to the place of beginning.

Beginning for the second portion at a point formed by the intersection of the south side of Belvedere Avenue 70 feet wide, as condemned and opened under Ordinance No. 414, approved May 21, 1928, and the east side of Falls Road as now laid out; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission being west 8593.26 feet and north 23211.90 feet; and running thence binding on the southernmost side of said Belvedere Avenue, the three following courses and distances; namely,

by a line curving to the right with a 949.88 foot radius the distance of 440.20 feet, which are is subtended by a chord bearing north $70^{\circ}-30'-24''$ east 436.27 feet; by a line curving to the left with a 1048.01 foot radius the distance of 263.23 feet, which are is subtended by a chord bearing north $76^{\circ}-35'-14''$ east 262.54 feet; and north $69^{\circ}-23'-30''$ east 141.90 feet to the southernmost side of Belvedere Avenue, as originally laid out, 60 feet wide; thence binding on the southernmost side of said last mentioned Belvedere Avenue the nine following courses and distances; namely, south $68^{\circ}-26'-30''$ west 201.75 feet; south $72^{\circ}-22'-20''$ West 102.84 feet; north $61^{\circ}-44'-10''$ east 5.38 feet; south $79^{\circ}-36'-10''$ west 85.58 feet; south $10^{\circ}-23'-50''$ east 9.93 feet; south $85^{\circ}-16'-25''$ west 95.81 feet; south $79^{\circ}-18'-25''$ west 66.22 feet; south $70^{\circ}-50'-25''$ west 84.12 feet; and south $66^{\circ}-58'-25''$ west 212.40 feet to intersect the east side of said Falls Road; and thence binding on the east side of said Falls Road north $15^{\circ}-47'-35''$ west 2.48 feet to the place of beginning.

The courses in the above descriptions are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the 25th day of November in the year 1929, and now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said highway shall be closed under the provisions of this ordinance, all sub-surface structures and appurtenances now owned by the Mayor and City Council of Baltimore shall be

and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in said portion of said highway, after the same shall have been closed until the sub-surface structures and appurtenances shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate, desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That on and after the closing of said highway, the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall at all times have access to said property and to all sub-surface structures and appurtenances therein, for the purposes of inspection, maintenance, repair, alteration, relocation and/or replacement of any or all of said structures and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained*, That the proceedings of said Commissioners for

Opening Streets, with reference to the condemnation and closing of said Belvedere Avenue (2 portions), and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 10, 1930.

WM. F. BROENING, *Mayor*.

No. 931.

An ordinance granting permission to Horyan Rybozynski to erect a two-story brick addition in the rear of his premises, 2501 Foster Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Horyan Rybozynski to erect a two-story brick addition in the rear of his premises 2501 Foster Avenue; the said addition to be 16 ft. wide and 27 ft. 6 in. long, to be used as dwelling, two-car private garage and clothes dryer, the part to be used for garage to be fireproofed and the entire ad-

dition to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and, together with the existing building, to occupy the entire area of the lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 10, 1930.

WM. F. BROENING, *Mayor*.

No. 932.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage, the sale of gasoline and the establishment of a repair shop within 300 feet of a moving picture theatre, in so far as said provisions apply to the premises of Andrew Williams, on the west side of Ponco Street, 150 feet south of Eastern Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage, the sale of gasoline and the establishment of a repair shop within 300 feet of a moving picture theatre, be and they are hereby waived in so far as said provisions apply to the premises of Andrew Williams, on the west side of Ponco Street, 150 feet south of Eastern Avenue.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 14, 1930.

WM. F. BROENING, *Mayor*.

No. 933.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, in so far as said provisions apply to the premises of Dolmat Marchuk, 857-59-61 Boyd Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Dolmat Marchuk, 857-59-61 Boyd Street. Provided, however, that not more than 8 individual garages shall be erected on said premises.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 14, 1930.

WM. F. BROENING, *Mayor*.

No. 934.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a motion picture theatre, in so far as said provisions apply to the premises of Sol. Kalus, 762 W. Redwood Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a motion picture theatre, be and they are hereby waived in so far as said provisions apply to the premises of Sol. Kalus, 762 W. Redwood Street.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 17, 1930.

WM. F. BROENING, *Mayor*.

No. 935.

An ordinance to condemn and open, widen and grade Ellamont Street, 60 feet wide in two parts, from Frederick Avenue to Lohr's Lane, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the thirteenth day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open, widen and grade Ellamont Street with a width of 60 feet in two parts from Frederick Avenue to Lohr's Lane, the land hereby di-

rected to be condemned for said opening being described as follows:

Beginning for the first part at a point formed by the intersection of the south side of Lohr's Lane, 40 feet wide, as condemned and opened under Ordinance No. 585, approved March 23, 1926, and the east side of Ellamont Street as now laid out 25 feet wide; and running thence binding on the south side of said Lohr's Lane westerly 60 feet, more or less, to intersect a line drawn parallel with and distant 60 feet westerly measured at right angles from the east side of said Ellamont Street; thence binding on said line so drawn southerly 455.0 feet, more or less, to intersect the northwesternmost outline of the right of way of the Philadelphia, Baltimore and Washington Railroad; thence binding on the northwesternmost outline of said right of way northeasterly 87.0 feet, more or less, to intersect a line drawn parallel with and distant 60 feet easterly measured at right angles from the second line of this description; and thence reversing said line so drawn and binding thereon northerly 391.0 feet, more or less, to the place of beginning.

Beginning for the second part at a point formed by the intersection of the northeast side of Frederick Avenue, as now laid out 66 feet wide, and the east side of Ellamont Street as now laid out 25 feet wide; and running thence binding on the east side of said Ellamont Street northerly 950 feet, more or less, to intersect the southeasternmost outline of the right of way of the Philadelphia, Baltimore and Washington Railroad; thence binding on the southeasternmost outline of said right of way southwest-erly 94.0 feet, more or less, to intersect a line drawn parallel with and distant 60 feet west-

erly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon southerly 862.0 feet, more or less, to intersect the northeast side of said Frederick Avenue; and thence binding on the northeast side of said Frederick Avenue southeasterly 63.0 feet, more or less, to the place of beginning.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on thirteenth day of January in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Ellamont Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 18, 1930.

WM. F. BROENING, *Mayor*.

No. 936.

An ordinance granting permission to Jacob Krejci to erect an individual metal garage in the rear of his premises, 441 N. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Jacob Krejci to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 441 N. Curley Street; the said garage to be within 2 ft. of a frame second-story extension and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and the bottom of the frame extension shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 18, 1930.

WM. F. BROENING, *Mayor*.

No. 937.

An ordinance granting permission to Wm. A. Boehm to erect an individual metal garage in the rear of his premises, 1654 Cliftview Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Wm. A. Boehm to erect an individual metal garage 9

ft. wide and 14 ft. long in the rear of his premises, 1654 Cliftview Avenue; the said garage to extend under the second-story frame projecting overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 18, 1930.

WM. F. BROENING, *Mayor*.

No. 938.

An ordinance granting permission to Paul Laubert to erect an individual metal garage in the rear of his premises, 1115 S. Carey Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Paul Laubert to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 1115 S. Carey Street; the said garage to be within 2 ft. of a frame extension, to have no openings in sides or rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided the portion of the frame extension nearest the garage is fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 18, 1930.

WM. F. BROENING, *Mayor*.

No. 939.

An ordinance to condemn and open, widen and grade Cedonia Avenue and Sinclair Lane, varying in width from 60 feet to 80 feet from Belair Road to Bowley's Lane, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open, widen and grade Cedonia Avenue and Sinclair Lane, varying in width from 60 feet to 80 feet from Belair Road to Bowleys Lane, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southeast side of Belair Road, 80 feet wide, south $41^{\circ}-04'-18''$ west 356.49 feet from the point formed by the intersection of the southeast side of said Belair Road and the south side of Kolb Avenue; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being east 23242.71 feet and north

19901.46 feet; and running thence south $04^{\circ}-45'-00''$ east 2041.74 feet; thence south $03^{\circ}-43'-10''$ east 341.54 feet; thence by a line curving to the left with a 3069.55 foot radius the distance of 434.99 feet, which are is subtended by a chord bearing south $07^{\circ}-46'-45''$ east 434.63 feet; thence south $11^{\circ}-50'-20''$ east 539.21 feet; thence by a line curving to the right with a 4623.75 foot radius the distance of 473.89 feet, which are is subtended by a chord bearing south $08^{\circ}-54'-10''$ east 473.68 feet; thence south $05^{\circ}-58'-00''$ east 182.93 feet; thence by a line curving to the right with a 3082.39 foot radius the distance of 595.06 feet, which are is subtended by a chord bearing south $00^{\circ}-26'-10''$ east 594.14 feet; thence south $05^{\circ}-05'-40''$ west 1096.45 feet; thence by a line curving to the left with a 2667.04 foot radius the distance of 126.20 feet, which are is subtended by a chord bearing south $03^{\circ}-44'-20''$ west 126.19 feet; thence south $02^{\circ}-23'-00''$ west 1424.13 feet; thence by a line curving to the right with a 2188.79 foot radius the distance of 332.57 feet, which are is subtended by a chord bearing South $06^{\circ}-44'-10''$ west 332.25 feet; thence south $11^{\circ}-05'-20''$ west 1053.04 feet; thence by a line curving to the right with a 1388.45 foot radius the distance of 1119.90 feet, which are is subtended by a chord bearing south $34^{\circ}-11'-45''$ west 1089.79 feet; thence south $57^{\circ}-18'-10''$ west 1150.81 feet; thence by a line curving to the right with a 2394.80 foot radius the distance of 463.48 feet, which are is subtended by a chord bearing south $62^{\circ}-50'-50''$ west 462.76 feet; thence south $68^{\circ}-23'-30''$ west 1316.07 feet; thence by a line curving to the right with a 1868.82 foot radius the distance of 399.20 feet, which are is subtended by a chord bearing south

74°-30'-40" west 398.44 feet; thence south 80°-37'-50" west 594.62 feet; thence by a line curving to the left with a 894.62 foot radius the distance of 491.50 feet, which arc is subtended by a chord bearing south 64°-53'-30" west 485.34 feet; thence south 49°-09'-10" west 856 feet more or less to intersect the northeast side of Bowleys Lane 33 feet wide; thence binding on the northeast side of said Bowleys Lane northwesterly 87 feet more or less to intersect a line drawn parallel with and distant 80 feet northwesterly measured at right angles from the 20th line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet northwesterly measured at right angles from the 19th, 18th, 17th, 16th, 15th, 14th, 13th lines of this description, and along lines drawn parallel with and distant 80 feet westerly measured at right angles from the 12th, 11th, 10th, 9th, 8th, 7th, 6th, 5th, and 4th lines of this description respectively, the seventeen following courses and distances, namely: North 49°-09'-10" east 823 feet more or less by a line curving to the right with a 974.62 foot radius the distance of 535.45 feet, which arc is subtended by a chord bearing north 64°-53'-30" east 528.74 feet; north 80°-37'-50" east 594.62 feet; by a line curving to the left with a 1788.82 foot radius the distance of 382.11 feet, which arc is subtended by a chord bearing north 74°-30'-40" east 381.38 feet; north 68°-23'-30" east 1316.07 feet; by a line curving to the left with a 2314.80 foot radius the distance of 448 feet, which arc is subtended by a chord bearing north 62°-50'-50" east 447.30 feet; north 57°-18'-10" east 1150.81 feet; by a line curving to the left with a 1308.45 foot radius the distance

of 1055.37 feet, which are is subtended by a chord bearing north $34^{\circ}-11'-45''$ east 1027 feet; north $11^{\circ}-05'-20''$ east 1053.04 feet, by a line curving to the left with a 2108.79 foot radius the distance of 320.41 feet, which are is subtended by a chord bearing north $06^{\circ}-44'-10''$ east 320.10 feet; north $02^{\circ}-23'-00''$ east 1424.13 feet; by a line curving to the right with a 2747.04 foot radius the distance of 129.99 feet, which arc is subtended by a chord bearing north $03^{\circ}-44'-20''$ east 129.97 feet north $05^{\circ}-05'-40''$ east 1096.45 feet; by a line curving to the left with a 3002.39 foot radius the distance of 579.62 feet, which arc is subtended by a chord bearing north $00^{\circ}-26'-10''$ west 578.72 feet; north $05^{\circ}-58'-00''$ west 182.93 feet; by a line curving to the left with a 4543.75 foot radius the distance of 465.69 feet, which are is subtended by a chord bearing north $08^{\circ}-54'-10''$ west 465.48 feet; and north $11^{\circ}-50'-20''$ west 539.21 feet; thence by a line curving to the right with a 1153.94 foot radius the distance of 163.53 feet, which arc is subtended by a chord bearing north $07^{\circ}-46'-45''$ west 163.39 feet to intersect a line drawn parallel with and distant 60 feet westerly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 60 feet westerly measured at right angles from the first line of this description the two following courses and distances; namely: north $03^{\circ}-43'-10''$ west 622.84 feet; and north $04^{\circ}-45'-00''$ west 1982.90 feet to intersect the southeast side of said Belair Road; and thence binding on the southeast side of said Belair Road north $41^{\circ}-04'-18''$ east 83.66 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue and Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on ninth day of January in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Cedonia Avenue and Sinclair Lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 940.

An ordinance to add a new section to Article 20 of the Baltimore City Code of 1927, said section to come immediately after Section 33 of said Article, as the same now stands or as it may be amended at or after the time of the passage of this ordinance, said new section to be designated as Section 33A of said Article, and to provide for duplicate tickets, one of which shall be delivered with every delivery of coal and the other retained by the seller of such coal, on each of which duplicate tickets the weight of the coal so delivered shall be stated; and to provide penalties for violations of the provisions of said section.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That a new section be added to Article 20 of the Baltimore City Code of the year 1927, said new section to come immediately after Section 33 of said Article, as the same now stands or as it may be amended at or after the time of the passage of this ordinance, said new section to be designated as Section 33A of said Article, and to read as follows:

33A. Any person, persons, corporation or firm who or which shall deliver or cause to be delivered any quantity or quantities of coal sold by him, her, them or it, or by any other person, persons, corporation or firm, shall accompany each and every such delivery by a ticket in duplicate on each of which duplicate tickets there shall be written or otherwise produced, in ink, or other indelible substance, a statement of the weight in pounds of the quantity or quantities of coal so delivered, with the names and addresses of the purchasers and sellers of such coal, one of which duplicate tickets shall be left with the purchaser specified thereon and the other of which duplicate tickets shall be retained by the seller.

Any person or persons who shall violate the provisions of this Section, and any corporation

and each member of any firm which shall violate the provisions thereof, shall be guilty of a misdemeanor, and upon conviction shall be subject to a penalty of Ten dollars (\$10.00) for the first offense and Twenty-five dollars (\$25.00) for each succeeding offense, and each delivery of any quantity of coal not in accordance with the foregoing provisions, shall constitute a separate and distinct offense; provided that nothing herein contained shall apply to the sale and or delivery of a single bushel, single half-bushel or single peck of coal.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect three months from and after the date of its passage.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 941.

An ordinance to repeal and reordain with amendments Section 136, Article 45, of the Baltimore City Code, 1927 Edition, title "Streets and Bureau of Highways," sub-title "Landmarks," relating to landmarks, monuments, survey points or markers established by municipal officials or other municipal agencies.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that Section 136, Article 45, of the Baltimore City Code, 1927 Edition, title "Streets and Bureau of Highways," sub-title "Landmarks," be and it is hereby repealed and reordained with amendments, to read as follows:

136. Anyone who shall unlawfully remove, mutilate, or in any manner disturb any of the landmarks, monuments, survey points or markers established throughout the City of Baltimore by the Highways Engineer, the Engineer of Plans and Surveys, the City Surveyor or any city official, department, bureau, board, commission, or other City agency for the purpose of fixing and marking any elevation, line or lines, pertaining to the municipal survey system, or to the location of streets, lanes and alleys, or to any of the lots or other locations within the said City, shall be guilty of a misdemeanor, and, upon conviction thereof, shall be subject to a fine of not less than Ten Dollars nor more than One Hundred Dollars for each and every offense.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 942.

An ordinance granting permission to the Faith Evangelical Lutheran Church to erect a frame building on its premises at the northeast corner of North Avenue and Wolfe Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to the Faith Evangelical Lutheran Church to erect a one-story frame building 20 ft. wide and 40 ft.

long on its premises at the northeast corner of North Avenue and Wolfe Street; the said building to be within 20 ft. of the church on the same premises, to be used for the Sunday School and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 943.

An ordinance granting permission to John R. Gardner to install two (2) additional gasoline tanks and pumps on his premises, 345 E. Thirty-third Street.

WHEREAS, Section 91 of Article 13 of the Baltimore City Code, 1927 edition, provides that not more than 6,500 gallons of gasoline may be stored at any one location; and

WHEREAS, There are already tanks having a capacity of 6,500 gallons on the premises, known as 345 E. Thirty-third Street; therefore,

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John R. Gardner to install two (2) additional 1,000-gallon gasoline tanks and pumps on his premises, 345 E. Thirty-third Street; the said tanks

and pumps to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Section 91 of Article 13 of the Baltimore City Code, 1927 edition, and after approval by the Board of Estimates, in accordance with the provisions of said Section.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 944.

An ordinance granting permission to John F. Brack to erect an individual metal garage in the rear of his premises, 509 N. Lakewood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John F. Brack to erect an individual metal garage in the rear of his premises, 509 N. Lakewood Avenue; the said garage to be within 3 ft. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided there are no openings in sides and rear and the portion of the frame kitchenette nearest the garage is fire-proofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 945.

An ordinance to name and designate the triangular parked square or space in the bed of Lexington Street, north of the Police Building and west of the Fallsway, Gaither Place.

WHEREAS, The triangular parked square or space in the bed of Lexington Street, north of the Police Building and west of the Fallsway, has no name or designation; and

WHEREAS, For purpose of identification, it is desirable to give it a name or designation; and

WHEREAS, Gen. Chas. D. Gaither has been Police Commissioner of Baltimore City for the past ten years, which position he has filled most efficiently; and

WHEREAS, It would seem fitting and appropriate that it should be named for him; therefore, as an expression of appreciation for the valued services which he has rendered to the City of Baltimore as Police Commissioner for the past ten years.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the triangular

parked square or space in the bed of Lexington Street, north of the Police Building, and west of the Fallsway, be and it is hereby named and designated Gaither Place.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 946.

An ordinance to condemn, open and grade Belvieu Avenue, 40 feet wide, from the northeast side of Thornton Avenue to the southwest side of Wilvan Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighth day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Belvieu Avenue, 40 feet wide, from the northeast side of Thornton Avenue to the southwest side of Wilvan Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the northeast side of Thornton Avenue, 40 feet wide, at the distance of 186.45 feet southeasterly from the point formed by the intersection of the northeast side of said Thornton Avenue and the southeast side of Bucks Lane, 80 feet wide; the coordinates of said point of begin-

ning, based upon the system established by the City of Baltimore Topographical Survey Commission, being west 23804.22 feet and north 14516.60 feet; and running thence north 47°-24' east 110.02 feet to intersect the southwest side of Wilvan Avenue; thence binding on the southwest side of said Wilvan Avenue south 42°-48' east 40 feet to intersect a line drawn parallel with and distant 40 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon south 47°-24' west 110.02 feet to intersect the northeast side of said Thornton Avenue, and thence binding on the northeast side of said Thornton Avenue north 42°-48' west 40 feet to the place of beginning. The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission. The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on eighth day of January in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Bellvieu Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be appli-

cable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 947.

An ordinance to condemn, widen and grade Liberty Street along the northwest side thereof from the present width of 65 feet more or less to a width varying from 109.0 feet more or less to 65.0 feet more or less from Saratoga Street southwesterly to an alley 3.5 feet wide, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the second day of December, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, widen and grade Liberty Street along the northwest side thereof from the present width of 65 feet, more or less, to a width varying from 109.0 feet, more or less, to 65.0 feet, more or less, from Saratoga Street Southwesterly to an alley 3.5 feet wide, the land hereby directed to be condemned for said widening and grading being described as follows:

Beginning for the same at a point formed by the intersection of the south side of Saratoga Street as now laid out and the northwest side of Liberty Street as now laid out and running thence binding on the northwest side of said Liberty Street southwesterly 96.0 feet, more or

less, to the northeast side of a 3.5 foot alley there situate, thence northerly 89.0 feet, more or less, to a point formed by the intersection of the south side of said Saratoga Street and the division line between the properties known as No. 103 and No. 105 West Saratoga Street, and thence binding on the south side of said Saratoga Street easterly 47.76 feet, more or less, to the place of beginning.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the second day of December in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Liberty Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 948.

An ordinance to condemn and open, widen and grade Boston Street, formerly First Avenue, varying in width from 80.0 feet to 60.0 feet from Ponca Street, formerly Sixteenth Street, to Gunter Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the second day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open, widen and grade Boston Street, formerly First Avenue, varying in width from 80.0 feet to 60 feet, from Ponca Street, formerly Sixteenth Street, to Gunter Street, the land hereby directed to be condemned for said Boston Street being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Ponca Street, formerly Sixteenth Street, 70.0 feet wide, and the north side of Boston Street, formerly First Avenue, as originally laid out 70 feet wide by the Canton Company of Baltimore, the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being east 17390.16 feet and south 7246.01 feet, and running thence binding on the north side of said Boston Street north $87^{\circ}-07'-06''$ east 3016.12 feet, thence south $02^{\circ}-52'-54''$ east 10.0 feet, thence north $87^{\circ}-07'-06''$ east 798.47 feet to intersect the west side of Gunter Street, as proposed to be condemned and opened, thence binding on the west side of said Gunter Street south $02^{\circ}-47'-06''$ east 60.0 feet to intersect a line drawn parallel with and distant 60.0 feet southerly measured at right angles from the third

line of this description, thence reversing said line so drawn and binding thereon south $87^{\circ}-07'-06''$ west 798.37 feet, thence south $02^{\circ}-52'-54''$ east 10.0 feet to intersect a line drawn parallel with and distant 80.0 feet southerly measured at right angles from the first line of this description, thence reversing said line so drawn and binding thereon south $87^{\circ}-07'-06''$ west 3016.12 feet to intersect the east side of said Ponca Street, and thence binding on the east side of said Ponca Street north $02^{\circ}-52'-54''$ west 80.0 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on second day of January, 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Boston Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and

also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 949.

An ordinance to condemn and open, and grade Broening Highway, 80 feet wide from Holabird Avenue to Boston Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open and grade Broening Highway 80 feet wide from Holabird Avenue to Boston Street, the land hereby directed to be condemned for said Broening Highway being described as follows:

Beginning for the same at a point formed by the intersection of the north side of Holabird Avenue as now laid out 70 feet wide and the west side produced northerly, of Broening Highway (formerly known as Cornwall Street) as now laid out 80 feet wide from Holabird Avenue southerly, the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission being east 20429.50 feet and south 9222.67 feet, and running thence north 2°-52'-54" west 2046.96 feet to intersect the south side of Boston Street as proposed to be

condemned and opened 80 feet wide; thence binding on said side of said Boston Street north $87^{\circ}-07'-06''$ east 80 feet to intersect a line drawn parallel with and distant 80 feet easterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon south $2^{\circ}-52'-54''$ east 2047.09 feet to intersect the north side of said Holabird Avenue, and thence binding on the north side of said Holabird Avenue south $87^{\circ}-12'-54''$ west 80.0 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

See plat of said Highway as proposed to be opened on file in the office of the Commissioners for Opening Streets, City Hall.

The said Highway as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on ninth day of January in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Broening Highway, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof,

and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 950.

An ordinance to condemn and open, widen and grade Forrest Street along the southwest side thereof by a strip of land in two parts, varying in width from 0.0 feet to 24 feet, from a point 34.0 feet northwest of Front Street to Ensor Street, as proposed to be condemned and opened 80 feet wide, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighth day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open, widen and grade Forrest Street along the southwest side thereof by a strip of land in two parts, varying in width from 0.0 feet to 24 feet, from a point 34.0 feet northwest of Front Street to Ensor Street as proposed to be condemned and opened 80 feet wide, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the first at a point on the southwest side of Forrest Street as now laid out, said point being distant 34.0 feet northwesterly from the corner formed by the in-

tersection of the northwest side of Front Street as now laid out and the southwest side of Forrest Street, and running thence binding on said side of Forrest Street southeasterly 34.0 feet to the northwest side of said Front Street, thence binding on said side of Front Street southwesterly 13.0 feet and thence northwesterly 34 feet, more or less, to the place of beginning.

Beginning for the second at a point formed by the intersection of the southeast side of Front Street and a line drawn parallel with and distant 90 feet southwesterly measured at right angles from the line of the southwest side of the front brick walls of the row of brick houses located on the northeast side of Forrest Street between French Street and Hillen Street and known by numbers as No. 601 to No. 615, inclusive, Forrest Street, and running thence binding on said line so drawn south $42^{\circ}-57'-20''$ east 460 feet, more or less, to intersect the northwest side of Ensor Street as now proposed to be condemned and widened to a width of 80 feet, thence binding on said side of Ensor Street northeasterly 28 feet, more or less, to the southwest side of Forrest Street as now laid out; thence binding on said side of said Forrest Street northwesterly 438 feet, more or less, to said southeast side of Front Street, and thence binding on said side of Front Street southwesterly 27 feet, more or less, to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Com-

missioners for Opening Streets on the eighth day of January in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Forrest Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 951.

An ordinance to condemn and open a 10 foot alley 217.85 feet north of Bath Street from Holliday Street to the Fallsway, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighth day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are

hereby, authorized and directed to condemn and open a 10 foot alley 217.85 feet north of Bath Street from Holiday Street to the Fallsway, the land hereby directed to be condemned for said 10 foot alley being described as follows:

Beginning for the same at a point on the east side of Holiday Street at the distance of 227.85 feet northerly from the point formed by the intersection of the east side of said Holiday Street and the north side of Bath Street, said point of beginning being at the north side of an alley 10 feet wide called for in the land sixteenthly described in a deed from the Monticello Distilling Company of New Jersey to The Service Terminal Realty Company of Maryland, dated June 15th, 1928, and recorded among the land records of Baltimore City in Liber S. C. L. No. 4900, folio 211, the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being east 1434.90 feet and south 813.09 feet, and running thence binding on the north side of said alley, north $87^{\circ} - 12' - 00''$ east 104.05 feet to intersect the westernmost side of the Fallsway; thence binding on the westernmost side of the Fallsway south $12^{\circ} - 20' - 00''$ west 10.36 feet to intersect a line drawn parallel with and distant 10 feet southerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon south $87^{\circ} - 12' - 00''$ west 104.45 feet to intersect the east side of said Holiday Street; and thence binding on the east side of said Holiday Street north $03^{\circ} - 22' - 00''$ west 10 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by

the City of Baltimore Topographical Survey Commission.

See plat of said Alley as proposed to be condemned and opened on file in the office of the Commissioners for Opening Streets, City Hall.

The said Alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on eighth day of January in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said 10 foot alley; and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 952.

An ordinance to condemn and open, widen and grade Ensor Street in two parts, from Colvin Street to Madison Street, first part by a strip of land along the northwest side thereof varying in width from 0.0 feet to 90.0 feet more or less from Colvin Street to Hillen Street and the second part by a strip of land along the southeast side thereof about 30 feet wide from Madison Street to Monument Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open, widen and grade Ensor Street in two parts from Colvin Street to Madison Street, first part by a strip of land along the northwest side thereof varying in width from 0.0 feet to 90.0 feet, more or less, from Colvin Street to Hillen Street and the second part by a strip of land along the southeast side thereof about 30 feet wide from Madison Street to Monument Street, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the first part at a point formed by the intersection of the northeast side of Colvin Street as now laid out, and a line drawn parallel with and distant 80.0 feet northwesterly measured at right angles from a line drawn through the westernmost corner of the main wall of Engine House No. 6, located on the northeast corner of Ensor Street and Gay Street, and the northwesternmost corner of house No. 523 Ensor Street as shown on the preliminary plat accompanying the description and filed in the Office of the Commissioners for Opening Streets; and running thence binding on said first mentioned line so drawn North 23°-36'-

20" East 680.0 feet, more or less, to intersect the northeast side of Forrest Street as now laid out; thence binding on the northeast side of said Forrest Street northwesterly 66 feet to intersect the southeast side of Hillen Street as now laid out; thence binding on the southeast side of said Hillen Street northeasterly 237.0 feet, more or less, to intersect the northwest side of Ensor Street as now laid out; thence binding on the northwest side of said Ensor Street southwesterly 275.0 feet, more or less, to intersect the line of the northeast side of Belair Market Stall No. 123, thence binding on the line of the northeast side of Belair Market Stalls No. 123 and No. 124 southeasterly 15 feet, more or less, to intersect the southeast side of said Belair Market Stall No. 124, thence binding on the line of the southeast sides of Belair Market Stalls Nos. 124, 686, 385, 688 and 22 southwesterly 140 feet, more or less, to intersect the line of the southwest side of Belair Market Stall No. 22, thence binding on the line of the southwest sides of Belair Market Stalls No. 22 and No. 21 northwesterly 15 feet, more or less, to intersect the northwest side of said Ensor Street, thence binding on the northwest side of said Ensor Street southwesterly 529 feet, more or less, to intersect the northeast side of said Colvin Street, and thence binding on the northeast side of said Colvin Street northwesterly 36 feet, more or less, to the place of beginning.

Beginning for the second part at a point formed by the intersection of the south side of Madison Street as now laid out, and a line drawn parallel with and distant 80 feet southeasterly measured at right angles from a line drawn through the northeasternmost corner of house No. 728 Ensor Street and the southeast-

ernmost corner of house No. 938 Monument Street, and running thence binding on said first mentioned line so drawn south $17^{\circ}-51'-06''$ West 344 feet, more or less to intersect the north side of Monument Street as now laid out, thence binding on the north side of said Monument Street westerly 32 feet, more or less, to intersect the southeast side of Ensor Street as now laid out, thence binding on the southeast side of said Ensor Street northeasterly 343 feet, more or less, to intersect the south side of said Madison Street, and thence binding on the south side of said Madison Street easterly 32 feet, more or less, to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the ninth day of January in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Ensor Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any

other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 953.

An ordinance to condemn and close a 10 foot alley 217.85 feet north of Bath Street from Holliday Street to the Fallsway in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighth day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a 10 foot alley 217.85 feet North of Bath Street from Holliday Street to the Fallsway, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point on the east side of Holliday Street at the distance of 227.85 feet northerly from the point formed by the intersection of the east side of said Holliday Street and the north side of Bath Street; said point of beginning being at the north side of an alley 10 feet wide, called for in the land sixteenthly described in a deed from the Monticello Distilling Company of New Jersey to The Service Terminal Realty Company of Maryland, dated June 15, 1928 and recorded among the land records of Baltimore City in Liber S. C. L.

No. 4900, Folio 211; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being east 1434.90 feet and south 813.09 feet; and running thence binding on the north side of said alley north $87^{\circ}-12'$ east 104.05 feet to intersect the westernmost side of the Fallsway; thence binding on the westernmost side of the Fallsway south $12^{\circ}-20'$ west 10.36 feet to intersect a line drawn parallel with and distant 10 feet southerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon south $87^{\circ}-12'$ west 101.45 feet to intersect the east side of said Holliday Street; and thence binding on the east side of said Holliday Street north $03^{\circ}-22'$ west 10 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

See plat of said alley as proposed to be condemned and closed on file in the Office of the Commissioners for Opening Streets, City Hall.

The said Alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on eighth day of January in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said highway shall be closed under the provisions of this Ordinance, all subsurface structures and appurtenances now owned by the Mayor and City Council of Baltimore, shall be and continue to be the property of the Mayor

and City Council of Baltimore, in fee simple, and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in said portion of said highway after the same shall have been closed until the subsurface structures and appurtenances shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That on and after the closing of said highway, the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall, at all times, have access to said property and to all subsurface structures and appurtenances therein, for the purposes of inspection, maintenance, repair, alteration, relocation and or replacement, of any or all of said structures and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained*, That the proceedings of said Commissioners for

Opening Streets, with reference to the condemnation and closing of said 10' alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated, by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto; as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 954.

An ordinance granting permission to The United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate a single track curve, with the necessary poles, wires and overhead construction, as follows: A single track curve around the southeast corner of Maryland Avenue and Twenty-fifth Street, connecting the northbound track on Maryland Avenue with the eastbound track on Twenty-fifth Street; and to run on the aforesaid track cars to be propelled by electricity, or by the storage system, or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That The United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby*

authorized and empowered to lay down, construct and maintain a single track curve at the following points, and to run cars and to operate a railway thereon, and also to erect and maintain the necessary poles, wires and overhead construction and appurtenances as may be necessary and proper for said single track curve, namely: The right to lay a single track curve around the southeast corner of Maryland Avenue and Twenty-fifth Street; connecting the northbound track on Maryland Avenue with the eastbound track on Twenty-fifth Street; and to run on the aforesaid track cars to be propelled by electricity or by the storage system, or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 2. *And be it further ordained*, That the said railway track shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer, and the rails and renewals thereof, from time to time, shall be of the most improved pattern of girder rails and of a gauge similar to tracks now in use in the said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets or down the gutters thereof.

SECTION 3. *And be it further ordained*, That The United Railways and Electric Company of Baltimore, its successors and assigns, shall, at its own expense, in laying down or in relaying down, from time to time, its said railway track on said streets, adjust its said track to the grades of said streets as the same are now or may hereafter be established by law, and shall, at its own expense, keep the space within said

track and for two feet outside of same in thorough repair, and shall, at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said road-bed on either side of said track; and shall pay to the City if and so often as said streets or any of them shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents, duly authorized by law, the cost of paving or repaving the spaces between the said track and extending for two feet on either side thereof, of whatever material the same may be constructed, The United Railways and Electric Company of Baltimore shall also pay to the City, within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating, strengthening or otherwise protecting all sub-surface structures belonging to the Mayor and City Council of Baltimore, located in the street beneath the space between the rails of said track and for two feet on either side thereof, and shall pay to the City within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating any surface structures belonging to the City made necessary by the construction of said track; the judgment of the Highways Engineer, approved by the Board of Estimates, as to the work necessary to safeguard said sub-surface structures and as to the necessity of relocating any surface structures to be final; and the said The United Railways and Electric Company of Baltimore shall also pay to the Mayor and City Council of Baltimore within thirty days after written notice from the Highways Engineer of the amount due, the cost of such additional sewer inlet or inlets, with the

necessary connecting pipe or pipes as in the judgment of the Highways Engineer are required for the purpose of proper drainage as the result of the construction of said track. The said work of relocating surface structures and relocating, strengthening or otherwise protecting sub-surface structures to be done concurrently with the laying of said tracks and before the restoration of the street paving.

SECTION 4. *And be it further ordained*, That the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonably regulate, in the public interest the exercise of the right herein granted and that the said right shall be executed and enjoyed within six (6) months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years; and with the further right to said grantee at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of said grantee, to be constructed by virtue of this Ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation, that said payment is to be at a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this Ordinance granted, the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitra-

tors, one to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by the said grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator and the decision of a majority of said arbitrators shall be final and binding as to a revaluation or valuation aforesaid; provided that if said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Board of Estimates shall appoint such umpire.

SECTION 5. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with the aforesaid grants and not inconsistent with the terms thereof; and in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchise and rights are hereby granted, said franchise and rights shall be and become null and void.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grants hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver or any forfeiture of the grants hereby made.

SECTION 7. *And be it further ordained*, That the compensation to be paid by The United Railways and Electric Company of Baltimore for the franchises and rights hereby granted shall be the sum of Sixty-nine Dollars (\$69.00) and all expenses of advertising.

SECTION 8. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 955.

An ordinance to condemn and open and widen and grade Frankford Avenue, from its present width of about 30' to a width of 60' from Belair Road to Bowleys Lane, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of December, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open, widen and grade Frankford Avenue from its present width of about 30' to a width of 60' from Belair Road to Bowleys Lane, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southeast side of Belair Road as now laid out 80 feet wide, at the distance of 70.98 feet north-

easterly from the point formed by the intersection of the southeast side of said Belair Road and the northeast side of Frankford Avenue 24.75 feet wide; said point of beginning being at the distance of 357.77 feet southwesterly from the point formed by the intersection of the southeast side of said Belair Road and the southwest side of LaSalle Avenue, 30 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being east 18148.37 feet and north 14772.39 feet, and running thence by a line curving to the left with a 726.25 foot radius the distance of 281.27 feet which arc is subtended by a chord bearing south $31^{\circ}-25'-29''$ east 279.51 feet; thence south $42^{\circ}-31'-10''$ east 1071.66 feet; thence by a line curving to the right with a 290.10 foot radius the distance of 51.84 feet, which arc is subtended by a chord bearing south $37^{\circ}-23'-59''$ east 51.77 feet to intersect the northeast side of Frankford Avenue as now laid out; thence binding on the northeast side of said Frankford Avenue south $42^{\circ}-31'-10''$ east 134.54 feet to intersect the northwesternmost outline of the land now or formerly belonging to Geo. A. Mueller and Sons; thence binding on said outline south $40^{\circ}-11'-24''$ west 64.59 feet; thence south $08^{\circ}-44'-50''$ west 116.68 feet; thence by a line curving to the left with a 164.24 foot radius the distance of 150.78 feet which arc is subtended by a chord bearing south $17^{\circ}-33'-10''$ east 145.54 feet; thence south $43^{\circ}-51'-10''$ east 196.78 feet; thence by a line curving to the left with a 482.92 foot radius the distance of 100.39 feet which arc is subtended by a chord bearing south $49^{\circ}-45'-50''$ east 99.47 feet; thence south $55^{\circ}-40'-30''$ east 129.85 feet; thence south $57^{\circ}-29'-20''$

east 331.23 feet; thence south $59^{\circ}-25'-40''$ east 380.83 feet; thence by a line curving to the right with a 974.88 foot radius the distance of 388.32 feet, which are is subtended by a chord bearing south $48^{\circ}-01'-00''$ east 385.75 feet; thence south $36^{\circ}-36'-20''$ east 938.93 feet; thence by a line curving to the right with a 479.72 foot radius the distance of 237.09 feet; which are is subtended by a chord bearing south $22^{\circ}-26'-50''$ east 234.69 feet; thence south $08^{\circ}-17'-20''$ east 913.92 feet; thence by a line curving to the right with a 6,976.02 foot radius the distance of 319.94 feet, which are is subtended by a chord bearing south $06^{\circ}-58'-30''$ east 319.92 feet; thence south $05^{\circ}-39'-40''$ east 1011.87 feet; thence south $05^{\circ}-18'-10''$ east 1212.28 feet; thence by a line curving to the left with a 1976.87 foot radius the distance of 199.83 feet, which are is subtended by a chord bearing south $08^{\circ}-11'-55''$ east 199.74 feet; thence south $11^{\circ}-05'-40''$ east 1837.92 feet; thence by a line curving to the right with a 566.48 foot radius the distance of 366.64 feet, which are is subtended by a chord bearing south $07^{\circ}-26'-50''$ west 360.27 feet; thence south $25^{\circ}-59'-20''$ west 858 feet, more or less, to intersect the northeast side of Bowley's Lane, as now laid out; thence binding on the northeast side of said Bowley's Lane northwesterly 64 feet, more or less, to intersect a line drawn parallel with and distant 60 feet northwesterly measured at right angles from the 23rd line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 60 feet westerly or southwesterly measured at right angles from the 22nd, 21st, 20th, 19th, 18th, 17th, 16th, 15th, 14th, 13th, 12th, 11th, 10th, 9th, 8th, 7th, 6th, 3rd and 2nd lines of this description respectively, the twenty following

courses and distances, namely: north $25^{\circ}-59'-20''$ east 835 feet, more or less; by a line curving to the left with a 506.48 foot radius the distance of 327.81 feet, which are is subtended by a chord bearing north $07^{\circ}-26'-50''$ east 322.12 feet; north $11^{\circ}-05'-40''$ west 1837.92 feet; by a line curving to the right with a 2036.87 foot radius the distance of 205.89 feet, which are is subtended by a chord bearing north $08^{\circ}-11'-55''$ west 205.80 feet; north $05^{\circ}-18'-10''$ west 1212.10 feet; north $05^{\circ}-39'-40''$ west 1011.67 feet; by a line curving to the left with a 6,916.02 foot radius the distance of 317.19 feet which are is subtended by a chord bearing north $06^{\circ}-58'-30''$ west 317.17 feet; north $08^{\circ}-17'-20''$ west 913.92 feet; by a line curving to the left with a 419.72 foot radius the distance of 207.43 feet, which are is subtended by a chord bearing north $22^{\circ}-26'-50''$ west 205.34 feet; north $36^{\circ}-36'-20''$ west 938.93 feet; by a line curving to the left with a 914.88 foot radius the distance of 364.42 feet, which are is subtended by a chord bearing north $48^{\circ}-01'-00''$ west 362 feet; north $59^{\circ}-25'-40''$ west 381.84 feet; north $57^{\circ}-29'-20''$ west 333.20 feet; north $55^{\circ}-40'-30''$ west 130.80 feet; by a line curving to the right with a 542.92 foot radius the distance of 112.87 feet, which are is subtended by a chord bearing north $49^{\circ}-45'-50''$ west 111.83 feet; north $43^{\circ}-51'-10''$ west 196.78 feet; by a line curving to the right with a 224.24 foot radius the distance of 205.86 feet, which are is subtended by a chord bearing north $17^{\circ}-33'-10''$ west 198.70 feet; north $08^{\circ}-44'-50''$ east 65.53 feet; by a line curving to the left with a 230.10 foot radius the distance of 205.89 feet, which are is subtended by a chord bearing north $16^{\circ}-53'-10''$ west 199.09 feet; and north $42^{\circ}-31'-10''$ west 1347.83 feet to intersect the southeast side of

said Belair Road; and thence binding on the southeast side of said Belair Road north $48^{\circ}-25'-25''$ east 113.80 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on ninth day of December in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Frankford Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 20, 1930.

WM. F. BROENING, *Mayor*.

No. 956.

An ordinance approving and confirming the permit to Dr. L. Wardlaw Miles for the erection of the rustic wood fence, enclosing a part of his premises, 506 Woodlawn Road.

WHEREAS, a permit was erroneously granted to Dr. L. Wardlaw Miles to erect a rustic wood fence, enclosing a part of his premises, 506 Woodlawn Road; and

WHEREAS, it would entail considerable expense and an unnecessary hardship to require him to remove said fence; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the permit heretofore granted to Dr. L. Wardlaw Miles for the erection of a rustic wood fence, enclosing a part of his premises, 506 Woodlawn Road, be and it is hereby approved and confirmed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

State of Maryland,

City of Baltimore, ss.:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on April 1st, 1930.

WALTER E. BEUCHELT,

Assistant Secretary to the Mayor.

No. 957.

An ordinance granting permission to Louis Rieth to erect an individual metal garage in the rear of his premises, 505 S. Linwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Louis Rieth to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 505 S. Linwood Avenue; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 5, 1930.

WM. F. BROENING, *Mayor*.

No. 958.

An ordinance granting permission to Ridgeley MacKenzie to erect an individual metal garage in the rear of his premises, 315 Marydell Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Ridgeley MacKenzie to erect an individual metal garage 10

ft. wide and 16 ft. long in the rear of his premises, 315 Marydell Avenue; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 5, 1930.

WM. F. BROENING, *Mayor*.

No. 959.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, in so far as said provisions apply to the premises of Geo. E. Cullison on the south side of Philadelphia Avenue, between Ellwood Avenue and Potomac Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Geo. E. Cullison, on the south side of Philadelphia Avenue, between Ellwood Avenue and Potomac Street.

SECTION 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved April 11, 1930.

WM. F. BROENING, *Mayor.*

No. 960.

An ordinance to repeal Sections 32 and 33 of Article 20 of the Baltimore City Code of the year 1927, and re-ordain the same, with amendments, so as to provide for conformity with the present State Law establishing the number of pounds in a ton of coal and the number of pounds in a bushel of coal.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That Sections 32 and 33 of Article 20 of the Baltimore City Code of the year 1927 be and the same are hereby repealed and re-ordained, with amendments, so as to read as follows:*

32. It shall not be lawful for any person or persons to sell anthracite or other coal, except bituminous, in any other way than by the ton, half ton, quarter ton, or fraction of a ton, as established by law, which is 2,000 pounds, except as provided in Section 33 of this Article, under a penalty of Ten Dollars for each and every offense; and should it be deficient in weight at the time of delivery, an additional penalty of ten dollars for each and every offense; provided, that nothing herein contained shall prevent the selling of a single bushel, half bushel or peck of coal.

33. It shall be unlawful for any person or persons to sell, put up for sale or offer for sale, coal in paper bags or other containers in quantities other than seventy-six pounds (bushel), thirty-eight pounds (half bushel) and nineteen pounds (peck), or to sell, put up for sale or offer for sale, coal in paper bags or other containers, or have in possession coal in such paper bags or other containers, unless the net contents in pounds as above prescribed be clearly stamped or marked in plain figures not less than one inch high and one-fourth inch thick on all such paper bags or other containers, it being the intention of this section that the sale of coal in paper bags or other containers shall be limited to the three sizes or weights herein specified.

Any person or persons violating the provisions of this section shall be guilty of a misdemeanor and upon conviction, shall be subject to a penalty of ten dollars, for the first offense and twenty-five dollars for each succeeding offense, and the sale, putting up for sale or offering for sale of each paper bag or other container in violation of the provisions of this section, shall constitute a separate and distinct offense.

SECTION 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved April 14, 1930.

WM. F. BROENING, *Mayor.*

No. 961.

An ordinance granting permission to the Shell Eastern Petroleum Products, Inc., to erect a public garage on the premises occupied by it on Petrolia Avenue (Wagner's Point), between the Western Maryland R. R. right of way, and the Patapsco River, for the storage of its own motor trucks.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to the Shell Eastern Petroleum Products, Inc., to erect a one-story public garage 87 ft. long and 70 ft. wide on the premises occupied by it on Petrolia Avenue (Wagner's Point), between the Western Maryland R. R. right of way and the Patapsco River, for the storage of its own motor trucks; the said garage to be of structural steel covered with corrugated iron, with concrete foundation, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and in accordance with the provisions of Section 32 of Article 49 of the Baltimore City Code, 1927 Edition (Ordinance No. 825, approved Oct. 1, 1926).

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 17, 1930.

WM. F. BROENING, *Mayor*.

No. 962.

An ordinance granting permission to F. R. Pollock to erect a metal garage in the rear of his premises, 1308 N. Chester Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to F. R. Pollock to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 1308 N. Chester Street; the said garage to be within 5 ft. of a frame kitchenette, to have no openings in sides or rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, provided the kitchenette is fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 17, 1930.

WM. F. BROENING, *Mayor*.

No. 963.

An ordinance granting permission to Chas. Knapp to erect a one-story addition in the rear of his premises, 3900 Fait Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Chas. Knapp to erect a one-story addition 16 ft. wide and 22 ft. 2 in. long in the rear of his premises, 3900 Fait Avenue; the said building to be of brick construction, to be erected under the supervision of

the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and, together with the existing building on the same premises, to cover the entire area of the lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 21, 1930.

WM. F. BROENING, *Mayor*.

No. 964.

An ordinance granting permission to John Herda to erect a two-story brick building in the rear of his premises, 240 S. Collington Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John Herda to erect a two-story brick building in the rear of his premises, 240 S. Collington Avenue; the said building to be 13 ft. wide and 34 ft. long, to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and, together with the existing building, to occupy approximately 80% of the area of the lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 21, 1930.

WM. F. BROENING, *Mayor*.

No. 965.

An ordinance granting permission to J. B. Boone to erect a kitchenette in the rear of his premises, 2420 E. Hoffman street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to J. B. Boone to erect a kitchenette 8 ft. wide and 12 ft. long in the rear of his premises, 2420 E. Hoffman Street; the said building to be of brick construction, to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and, together with the existing building, to occupy approximately 70% of the area of the lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 22, 1930.

WM. F. BROENING, *Mayor*.

No. 966.

An ordinance granting permission to Jos. A. Bender to erect a metal garage in the rear of his premises, 703 N. Belnord avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Jos. A. Bender to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises, 703 N. Belnord Avenue; the said garage to be within 5

ft. 6 in. of a frame extension, to have no openings in sides or rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 22, 1930.

WM. F. BROENING, *Mayor*.

No. 967.

An ordinance granting permission to J. L. Stone to erect a metal garage in the rear of his premises, 2300 E. Federal street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to J. L. Stone to erect a metal garage 10 ft. wide and 15 ft. long in the rear of his premises, 2300 E. Federal Street; the said garage to be within 3 ft. of a canopy covered platform porch and stairway, to have no openings in sides or rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 22, 1930.

WM. F. BROENING, *Mayor*.

No. 968.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a school, in so far as said provisions apply to the premises of Isaac Waldorf, 516-522 Druid Hill avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the sale of gasoline within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the premises of Isaac Waldorf, 516-522 Druid Hill Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 24, 1930.

WM. F. BROENING, *Mayor.*

No. 969.

An ordinance to waive the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, in so far as said provisions apply to the premises of C. F. Virtz, 3710 Fourth street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Paragraph 15, Section 41, Article 3 of the Baltimore City Code, 1927 Edition (Ordinance

No. 243, approved Oct. 18, 1924), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the erection of a three-car garage on the rear of the premises of C. F. Vitz, 3710 Fourth Street.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 28, 1930.

WM. F. BROENING, *Mayor*.

No. 970.

An ordinance granting permission to Geo. Hoppe to erect an individual metal garage in the rear of his premises, 1629 Lansing Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Geo. Hoppe to erect an individual metal garage 9 ft. wide and 16 ft. long in the rear of his premises, 1629 Lansing Avenue, the said garage to be within 4 ft. of a brick building on the same premises, to have no openings in the sides or rear, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 2, 1930.

WM. F. BROENING, *Mayor*.

No. 971.

An ordinance granting permission to Wm. Horst to erect a kitchenette and enclosed porch in the rear of his premises, 2902 E. Pratt Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Wm. Horst to erect a brick kitchenette and enclosed porch in the rear of his premises, 2902 E. Pratt Street; the said kitchenette to be 9 ft. wide and 15 ft. long, the porch to be 5 ft. wide and 9 ft. long and to be enclosed with frame and glass; both to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and, together with the existing building on the premises, to occupy approximately 77% of the area of the lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 2, 1930.

WM. F. BROENING, *Mayor*.

No. 972.

An ordinance granting permission to Robt. A. Kinnear to erect a metal garage in the rear of his premises, 1520 Holbrook Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Robt. A.

Kinnear to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 1520 Holbrook Street; the said garage to be within 5 ft. of a frame porch, to have no openings in sides or rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. And be it further ordained, That this ordinance shall take effect from the date of its passage.

Approved May 2, 1930.

WM. F. BROENING, *Mayor*.

No. 973.

An ordinance to amend Sheet No. 2 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, by changing from the C Area District to the E Area District all the property abutting on the south side of Frederick Avenue from Chapel Gate Lane to the southwestern city limits and all of the property abutting on the north side of Frederick Avenue from Rock Glen Avenue westerly to the southwestern city limits as established by Chapter 82 of the Acts of 1918.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Sheet No. 2 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance be and the same is hereby amended by changing from the C Area

District to the E Area District all the property abutting on the south side of Frederick Avenue from Chapel Gate Lane to the southwestern city limits and all of the property abutting on the north side of Frederick Avenue from Rock Glen Avenue westerly to the southwestern City Limits as established by Chapter 82 of the Acts of 1918, as shown outlined in red on the plat accompanying this ordinance and made part of this ordinance.

SECTION 2. *And be it further ordained, That* upon the passage of this ordinance by the City Council, as evidence of the authenticity of the plat which is a part hereof, the said plat shall be signed by the President of the City Council, and upon approval of the ordinance by the Mayor, said plat shall be signed by the Mayor of the City of Baltimore.

SECTION 3. *And be it further ordained, That* this ordinance and the plat which is a part hereof shall take effect from the date of its passage.

Approved May 5, 1930.

WM. F. BROENING, *Mayor*.

No. 974.

An ordinance granting permission to T. F. McNichols to erect an individual metal garage in the rear of his premises, 312 N. Ellwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* permission be

and the same is hereby granted to T. F. McNichols to erect an individual metal garage in the rear of his premises, 312 N. Ellwood Avenue; the said garage to be within 5 ft. of a brick wall and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved May 5, 1930.

WM. F. BROENING, *Mayor*.

No. 975.

An ordinance granting permission to Albert G. List to erect a metal garage in the rear of his premises, 1633 Darley Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* permission be and the same is hereby granted to Albert G. List to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 1633 Darley Avenue; the said garage to be within 1½ ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said

garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 5, 1930.

WM. F. BROENING, *Mayor*.

No. 976.

An ordinance granting permission to John Shuhart to erect a one-story brick kitchen in the rear of his premises, 122 S. Robinson Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John Shuhart to erect a one-story brick kitchen 10 ft. wide and 12 ft. 6 in. long in the rear of his premises, 122 S. Robinson Street; the said kitchen to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and, together with the existing building on the same premises, to occupy approximately 81% of the area of the lot.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 9, 1930.

WM. F. BROENING, *Mayor*.

No. 977.

An ordinance ratifying and approving an agreement between the Board of Estimates of Baltimore City and the United Railways and Electric Company of Baltimore, for and as to the relocation of its tracks on certain stretches of streets, the improvement of which is contemplated by the City; the cost of relocation and the length and character of the franchises in the new locations to be as set forth in a letter from former City Solicitor Perlman to the Board of Estimates of Baltimore City, under date of January 25, 1926, and approved by the Board of Estimates on January 26, 1926; and in pursuance of said agreement to approve and ratify the surrender by the Railways Company of its existing rights and franchises in Gwynn Oak Avenue, from its intersection with Liberty Heights Avenue westward to the present western city limits; and to authorize and empower the Railways Company to exercise similar rights and franchises in a new location on Gwynn Oak Avenue, as proposed to be improved by the City, from Liberty Heights Avenue westward to the present western city limits; with connections to its existing tracks at Liberty Heights Avenue and at the western city limits with its tracks on Gwynn Oak Avenue.

WHEREAS, Under the authority of Chapter 231 of the Acts of the General Assembly of 1924, known as Section 9A of Article 4 of the Code of Public Local Laws of Maryland, title "City of Baltimore," the City, through the Board of Estimates, has agreed with The United Railways and Electric Company of Baltimore, for and as to the relocation of its tracks on certain stretches of streets, the improvement of which is contemplated by the City; the cost of relocation and the length and character of the franchises in the new locations to be as set forth in a letter from former City Solicitor Perlman to the Board of Estimates, under date of January 25, 1926, and approved by the Board of Estimates on January 26, 1926; and

WHEREAS, The City is about to improve Gwynn Oak Avenue, from its intersection with

Liberty Heights Avenue, westward to the present western City limits, one of the stretches covered by this agreement, and the Company is entitled to substituted rights of way and franchises, so that its tracks may be relocated in pursuance of said agreement.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the agreement between the Board of Estimates and The United Railways and Electric Company of Baltimore, approved by the Board of Estimates on January 26, 1926, above referred to, be and the same is hereby ratified and approved.

SECTION 2. *And be it further ordained*, that The United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct, maintain and operate double electric railway tracks, with the necessary poles, wires and overhead construction, and to operate and maintain an electric railway thereon in the center of Gwynn Oak Avenue, as proposed to be improved by the City, from its intersection with Liberty Heights Avenue, westward to the present western City limits; with connections with its existing tracks at Liberty Heights Avenue and at the western City limits with its tracks on Gwynn Oak Avenue; with the right to run on the aforesaid tracks, cars to be propelled by electricity supplied by overhead wires or by the storage system, or by any improved system which may be approved by the City.

The rights and franchises hereby granted to said Railways Company are in lieu of and in substitution for all its existing rights and franchises in or on Gwynn Oak Avenue, from its

intersection with Liberty Heights Avenue westward to the present western City limits, which said existing rights and franchises are hereby surrendered.

SECTION 3. Said railway tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer; and the rails and renewals thereof, from time to time, shall be of the most improved pattern of girder rail, or of "T" rail wherever the Highways Engineer may approve of such construction, and of a similar gauge to tracks now in use in said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets or down the gutters thereof, and so as not to interfere with or encroach upon the sidewalks or gutters as laid out and existing upon and along said street.

SECTION 4. And the said Railways Company, its successors and assigns, shall, at its own expense, in laying down or in relaying down, from time to time, said railway tracks on Gwynn Oak Avenue, adjust the said tracks to the grades of said street as the same are now or may be hereafter established by law, and shall, at its own expense, keep the spaces between the said tracks and extending for two feet on either side thereof in thorough repair; the obligation to repair hereunder, however, not to become effective or in force until after the expiration of the period of the guarantee of the contractor or contractors who lay the paving upon said portions of said street covered by this ordinance, and shall, at its own expense keep the same free from snow or other obstruc-

tion, but without obstructing the other portions of said roadbed on either side of said tracks; the provisions of Ordinance No. 9 of 1897, are not to be read into or treated as a part of or in any way affecting this agreement.

SECTION 5. The Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the substituted rights of way or franchises hereby made and not inconsistent with the terms hereof.

SECTION 6. The construction of the railway tracks in the center of Gwynn Oak Avenue, pursuant to the authority hereby conferred, will constitute an acceptance by the Railways Company of all the terms, conditions and provisions of this ordinance and the ratification on its part of the agreement between it and the Board of Estimates, dated January 26, 1926.

SECTION 7. The rights of way and franchises herein described shall have the same duration and the same freedom from Park Tax as the rights of way and franchises so surrendered have, and no more.

Approved May 12, 1930.

WM. F. BROENING, *Mayor*.

No. 978.

An ordinance granting authority to Western Electric Company, Incorporated, in the construction of its multi-story group building, central works building and four auxiliary buildings at its Point Breeze Plant, to use reinforced concrete designed on the basis of working stresses as hereinafter set forth, and subject to the conditions in this ordinance.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That authority be, and the same is, hereby granted to Western Electric Company, Incorporated, in the construction of its multi-story group building, central works building and four auxiliary buildings at its Point Breeze Plant, Baltimore, Maryland, to use concrete so proportioned that the resistance of same to crushing under laboratory tests shall be not less than 3000 lbs. per sq. in. after hardening 28 days; provided that the ratio of cement to the sum of the separate volumes of dry, fine and coarse aggregates be approximately one to four and provided further that only sufficient water be used to give the necessary workability and in any event not to exceed six gallons of water (including the water or moisture contained in the aggregates to one 94 lb. sack of cement.

SECTION 2. *And be it further ordained*, That authority be, and the same is, hereby granted to Western Electric Company, Incorporated (when and where the above authorized concrete is specified), to base the structural design of such concrete on unit working stresses that bear the same relative proportions or ratios to 3000 lbs. per sq. in. as the unit working stresses now permitted by the present Building Code bear to the 2000 lb. and 2500 lb. concrete now authorized by said Code.

SECTION 3. *And be it further ordained*, That authority be, and the same is, hereby granted to Western Electric Company, Incorporated (when and where the above authorized concrete is used), to base the structural design of such concrete on a unit working stress of 18,000 pounds per square inch in the reinforcing steel; provided the steel used conforms with the requirements of the "Standard Specifications for Billet Steel Concrete Reinforcement Bars" of intermediate grade (Serial Designation: A-15-14) of the American Society for Testing Materials.

SECTION 4. *And be it further ordained*, That Western Electric Company, Incorporated, shall, at its sole cost and expense, employ a competent and reliable Engineering Inspector, approved by the Bureau of Buildings, who shall be present at all times during which the concrete authorized by Section 1 hereof is being mixed and used. It shall be the duty of this Inspector to see that the proportions of materials specified in Section 1 hereof and that the steel as specified in Section 3 hereof are being maintained at all times, and further, to make such regular reports to the Bureau of Buildings and to take such samples of the concrete and steel, for testing purposes, as may be required by the said Bureau; that the said Engineering Inspector shall at all times perform his said work under the direct supervision, and to the entire satisfaction of said Bureau of Buildings, and if at any time or times the work of said inspector shall be unsatisfactory to said Bureau, said Western Electric Company, Incorporated, shall on demand from said Bureau remove said inspector and employ in his stead another inspec-

tor approved by said Bureau. Should any such Engineering Inspector become unsatisfactory to Western Electric Company, Incorporated, he may be removed by said Company and a new inspector, approved by the Bureau of Buildings, be employed in his stead.

SECTION 5. *And be it further ordained*, That except as otherwise provided in this Ordinance, concrete work and all other construction and design shall be in strict accordance with the Building Code, and any violation of the provisions of this Ordinance shall be subject to the conditions and penalties as provided in the Building Code for violations of its provisions applicable to reinforced concrete construction.

SECTION 6. *And be it further ordained*, That in the event of a revision or revisions of the Building Code of Baltimore City with regard to reinforced concrete construction, any and all of the said buildings upon which construction has not been started at that time or times shall be constructed in accordance with said revised code.

SECTION 7. *And be it further ordained*, That this Ordinance shall take effect from the date of its passage.

Approved May 12, 1930.

WM. F. BROENING, *Mayor*.

No. 979.

An ordinance granting permission to R. H. Sayre to erect a rustic wood fence to enclose the garden in the rear of his premises, 911 St. George's Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be, and the same is, hereby granted to R. H. Sayre to erect a rustic wood fence to enclose the garden in the rear of his premises, 911 St. George's Road; the said fence to be approximately 176 ft. on one side, 151 ft. on the other side, 55 ft. at the ends and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, that this ordinance shall take effect from the date of its passage.

Approved May 12, 1930.

WM. F. BROENING, *Mayor*.

No. 980.

An ordinance granting to Dr. H. Lee Franks the right, privilege and authority to establish, conduct and operate a maternity hospital on the premises known as 1340 S. Charles Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the right, privilege and authority be and they are hereby granted to Dr. H. Lee Franks to establish, conduct and operate a maternity hospital on the premises known as 1340 S. Charles Street.

SECTION 2. *And be it further ordained*, That the said hospital shall be licensed, conducted and operated in accordance with the Ordinances of the Mayor and City Council of Baltimore and the Laws of Maryland, and particularly Sections 26-31, inclusive, of Article 18 of the Baltimore City Code of 1927.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 13, 1930.

WM. F. BROENING, *Mayor*.

No. 981.

An ordinance granting permission to Mrs. Mary A. Brooks to erect a frame kitchenette in the rear of her premises, 2710 Philadelphia Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Mrs. Mary A. Brooks to erect a frame kitchenette 6 ft. 10 in. wide and 12 ft. long in the rear of her premises, 2710 Philadelphia Avenue; the said kitchenette to have a roof of tin and to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 13, 1930.

WM. F. BROENING, *Mayor*.

No. 982.

An ordinance granting permission to Wm. Barnes to erect a metal garage in the rear of his premises, 2636 E. Hoffman Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Wm. Barnes to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 2636 E. Hoffman Street; the said garage to be within 4 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and that the bottom of the frame overhang shall be fire-proofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 15, 1930.

WM. F. BROENING, *Mayor*.

No. 983.

An ordinance authorizing the Board of Estimates to sell to the Dundalk Company, for highway purposes, at private sale, in accordance with Section 13 of the City Charter, all that triangular lot of ground situate on the northeast side of Dundalk Avenue at its intersection with the proposed 80 ft. right of way, said lot having a frontage on Dundalk Avenue of 79.92 feet and being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Board of

Estimates be and is hereby authorized to sell to the Dundalk Company, for highway purposes, at private sale, in accordance with Section 13 of the City Charter the following described property:

Beginning for the same at a point on the easterly side of the right of way of Dundalk Avenue (New Pittsburgh Avenue) now laid out thirty (30) feet wide, said point being the beginning of the south one degree sixteen minutes east (S. $1^{\circ} 16'$ E.) twenty-eight (28) feet more or less line of the land conveyed by the Dundalk Company to the County Commissioners of Baltimore County by deed dated February 12th, 1926, and running thence north one degree sixteen minutes west (N. $1^{\circ} 16'$ W.) along the dividing line between the property of the Dundalk Company and the City of Baltimore fifty-two and ninety-one hundredths (52.91) feet, thence north eighty-six degrees seven minutes west (N. $86^{\circ} 07'$ W.) fifty-two and eighty-six hundredths (52.86) feet to intersect the easterly right of way line of Dundalk Avenue (New Pittsburgh) and thence southeasterly along the said easterly right of way line on a curve to the right with a radius of twenty-nine hundred sixty-one (2961) feet, seventy-nine and ninety-two hundredths (79.92) feet to the place of beginning; containing 0.032 acres more or less.

SECTION 2. *And be it further ordained*, That no deed or deeds shall pass in accordance with the above section unless the same shall have been approved in writing by the City Solicitor.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 984.

An ordinance to require annual licenses for midwives, persons, corporations and unincorporated homes and institutions receiving infants or young children for the purpose of caring for them with a view to compensation, and to require the payment of an annual license fee of one dollar (\$1.00); to provide for the prerequisites of the original license and the basis for granting or rejecting the application for any renewal of such original license; to impose a penalty for receiving or boarding an infant or small child under the age of three (3) years with a view to compensation, without being in possession of such license; to except from the provisions of this ordinance such persons or homes as may be recommended by the Supervisors of City Charities of Baltimore City; to repeal, to the extent of the inconsistency, all ordinances and parts of ordinances inconsistent herewith and all Public Local Laws and parts of Public Local Laws enacted by the General Assembly upon any matter covered by the express powers granted to the City of Baltimore as set forth in Article 4, Section 6, Public Local Laws of Maryland (and especially Chapter 334 of the Acts of the General Assembly for the year 1906), inconsistent herewith; and to provide that this ordinance shall take effect three (3) months from the date of its passage, after the end of which period licenses heretofore issued under the provisions of said Chapter 334 shall be null and void.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That no midwife, no person, no corporation, and no home or institution not duly incorporated for such purpose shall receive infants or young children for the purpose of caring for them with a view to compensation without first securing a license from the Commissioner of Health, and paying therefor the sum of One Dollar (\$1.00), which license shall be renewable annually as of the date of the original license and upon payment of the sum of One Dollar (\$1.00).

SECTION 2. *And be it further ordained*, That before granting the original license the Com-

missioner of Health shall require each application to be endorsed by four (4) reputable citizens and as far as possible thereafter a record shall be kept by the Commissioner of Health, based upon such information as shall be obtained by agents or inspectors of the Department of Health and/or from other sources, containing the full name and address of each infant or child received, the date of its birth, the date of its reception, and in case of a change in address, the date and place of its removal.

SECTION 3. *And be it further ordained*, That before issuing said original license the home or institution of each applicant shall be visited by an agent or inspector of the Commissioner of Health, and a full investigation made as to the sanitary conditions, accommodations, the ability and fitness of the applicant to take charge of infants and young children, and such other information bearing on the subject as in the opinion of the Commissioner of Health may be necessary or desirable shall be obtained, and the agent's or inspector's report and recommendation may be a basis for granting or rejecting the application for such license. The Commissioner of Health may also base his action in granting or rejecting the application for any renewal of such license upon information received from any agent or inspector of the Commissioner of Health as to the sanitary conditions, accommodations, the ability and fitness of the applicant to take charge of infants and young children, and such other information, bearing on the subject (as revealed by the agent's or inspector's report and recommendation, or as may come to the notice of said Commissioner of Health) as he may deem relevant.

SECTION 4. *And be it further ordained,* That any midwife, any person, any corporation and any home or institution not duly incorporated for such purpose, who or which shall receive or board an infant or child under three (3) years of age with a view to compensation without being in possession of such license, shall be deemed guilty of misdemeanor, and upon conviction thereof shall be fined Twenty-five Dollars (\$25.00) and costs for each and every offence, one-half of the said fine to be paid to the informer, and upon failure to pay the fine imposed and the costs of the proceedings, the person or persons so convicted shall be committed by the Court or justice who imposed such fine, to the City Jail for a period not less than ten (10) days, nor more than thirty (30) days.

SECTION 5. *And be it further ordained,* That the provisions of this ordinance shall in no way be regarded as applying to such persons or homes as may be recommended by the Supervisors of City Charities of Baltimore City.

SECTION 6. *And be it further ordained,* That all ordinances and parts of ordinances inconsistent herewith and all public Local Laws and parts of public Local Laws enacted by the General Assembly upon any matter covered by the powers granted to the City of Baltimore, as set forth in Article 4, Section 6, Public Local Laws of Maryland (and especially Chapter 334 of the Acts of the General Assembly of Maryland for the year 1906) inconsistent herewith, are hereby repealed to the extent of the inconsistency.

SECTION 7. *And be it further ordained*, That this Ordinance shall take effect three (3) months from the date of its passage, and that from and after the expiration of said three (3) months, no license heretofore issued under the provisions of Chapter 334 of the Acts of the General Assembly of Maryland for the year 1906, shall be effective, but all such licenses shall, at the expiration of said period of three (3) months, be absolutely null and void.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 985.

An ordinance to repeal and reordain with amendments Section 3 of Ordinance 1064, approved May 7, 1927, relating to the procedure and method of making and collecting the assessments against abutting property in the construction of the highway, known as Lock Raven Boulevard, provided for in said ordinance.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Section 3 of Ordinance 1064, approved May 7, 1927, be and it is hereby repealed and reordained with amendments, to read as follows:

Section 3. *And be it further ordained*, that the procedure and method of making and collecting the assessments against abutting property in the construction of the highway provided for in the agreement embraced in this ordinance shall be the same as that provided for in Ordinance 739, approved July 19, 1922, or any amendments thereof or supplements thereto, except as may be otherwise provided in said

agreement, and all of the officials and agencies designated in said Ordinance 739, or in said amendments and or supplements, shall perform all of the functions in connection with the assessment and collection of charges due against the abutting property for said highway as such functions are provided for in said Ordinance 739, or in said amendments and or supplements.

SECTION 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 986.

An ordinance to condemn and open, widen and grade Fayette Street from the present width of about 49.5 ft. to a width of 80 ft. from Caroline Street to Broadway; and Lexington Street, 66 ft. wide, from Caroline Street to Bond and Fayette Streets, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-fourth day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the Commissioners for Opening Streets be, and they are, hereby authorized and directed to condemn and open, widen and grade Fayette St. from the present width of about 49.5 feet to a width of 80 ft. from Caroline St. to Broadway; and Lexington St. 66 ft. wide, from Caroline St. to Bond and Fayette Sts., the land hereby directed*

to be condemned for said Opening being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Caroline Street as now laid out, and a line drawn through the southwest corner of the brick building known as No. 1506 Fayette Street and the southeast corner of the brick building known as 1538 Fayette Street; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission being east 5243.79 feet and south 1563.43 feet; and running thence binding on said line so drawn north $70^{\circ}-25'-50''$ east 158.75 feet, more or less, to intersect the west side of Dallas Street as now laid out; thence binding on the west side of said Dallas Street northerly 24.79 feet, more or less, to intersect a line drawn south $81^{\circ}-40'-50''$ east from a point on the east side of said Caroline Street at the distance of 100.55 feet northerly from said point of beginning; thence reversing said last mentioned line so drawn and binding thereon north $81^{\circ}-40'-50''$ west 155.38 feet, more or less, to intersect the east side of said Caroline Street; thence binding on the east side of said Caroline Street northerly 67.35 feet to intersect a line drawn parallel with and distant 66 feet northerly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon south $81^{\circ}-40'-50''$ east 310.12 feet to intersect the division line between the properties known as No. 1536 and 1538 Fayette Street; thence north $70^{\circ}-25'-50''$ east 18.63 feet to intersect the west side of Bond Street as now laid out; thence north $84^{\circ}-42'-30''$ east 67.78 feet to intersect a line drawn through the southeast corner of said brick building

known as No. 1538 Fayette Street and the southeast corner of the brick building known as No. 1628 Fayette Street; thence binding on said line so drawn north $71^{\circ}-01'-30''$ east 205.65 feet to the southeast corner of said brick building known as No. 1628 Fayette Street; thence north $70^{\circ}-43'-58''$ east 260.23 feet to intersect the west side of Broadway, as now laid out; thence binding on the west side of said Broadway southerly 83.54 feet to intersect a line drawn parallel with and distant 80 feet southerly measured at right angles from the ninth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet southerly measured at right angles from the eighth and first lines of this description, respectively, the three following courses and distances, namely: south $70^{\circ}-43'-58''$ west 236.38 feet; south $71^{\circ}-01'-30''$ west 275.89 feet; and south $70^{\circ}-25'-50''$ west 360.51 feet to intersect the west side of the brick building known as No. 1501 Fayette Street; thence binding on the west side of said brick building known as No. 1501 Fayette Street northerly 31.92 feet to the northwest corner of said brick building known as No. 1501 Fayette Street, and thence northerly 52.05 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Streets as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-fourth day of January in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Fayette Street and Lexington Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 987.

An ordinance to condemn and open, widen and grade Lexington Street along the southeast side thereof, from its present width of 70 feet to a width varying from 70 feet to about 115.47 feet, from Aisquith Street southwesterly 81.98 feet, more or less, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the twenty-fourth day of January, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are

hereby authorized and directed to condemn and open, widen and grade Lexington Street along the southeast side thereof from its present width of 70' to a width varying from 70' to about 115.47' from Aisquith Street southwesterly 81.98', $\pm$ the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the southeast side of Lexington Street as now laid out 70 feet wide, and the west side of Aisquith Street as now laid out and running thence binding on the west side of said Aisquith Street southerly 47.55 feet more or less to intersect the division line between the properties known as No. 138 and No. 140 Aisquith Street, thence northwesterly 81.85 feet more or less to a point formed by the intersection of the southeast side of said Lexington Street and the northeasternmost outline of the property known as No. 1131 Lexington Street and thence binding on the southeast side of said Lexington Street northeasterly 81.98 feet more or less to the place of beginning.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-fourth day of January in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Lexington Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provi-

sions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 988.

An ordinance to condemn, open and grade a strip of land varying in width from 0.0 feet to about 45 feet, required for the relocation of Woodbourne Avenue, 60 feet wide, from York Road westerly to a point about 220 feet northeast of Homeland Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twentieth (20th) day of February, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade a strip of land varying in width from 0.0 feet to about 45 feet from the west side of York Road to the southeast side of Woodbourne Avenue, the land hereby directed to be condemned for said relocation of Woodbourne Avenue being described as follows:

Beginning for the same at the point formed by the intersection of the west side of York

Road as condemned and opened 80 feet wide and the south side of Woodbourne Avenue as laid out 59 feet wide by the Roland Park Homeland Company. The coordinate of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission being east 1593.76 feet and north 21120.63 feet and running thence binding on said side of said York Road south $0^{\circ}-28'-17''$ east 36.08 feet, thence south $89^{\circ}-31'-43''$ west 120.0 feet, thence westerly by a line curving to the left with a 200 foot radius the distance of 152.31 feet, which are is subtended by a chord bearing south $67^{\circ}-43'-09''$ west 148.65 feet, thence southwesterly by a line curving to the left with a 1480.55 foot radius the distance of 234.14 feet, which are is subtended by a chord bearing south $41^{\circ}-21'-55''$ west 233.91 feet, thence south $36^{\circ}-50'-00''$ west 50.0 feet to intersect the southeast side of Woodbourne Avenue as laid out 60 feet wide by the Roland Park Homeland Company, thence binding on said southeast side of Woodbourne Avenue northeasterly the two following courses and distances namely: northeasterly by a line curving to the left with a 2320.00 foot radius the distance of 288.45 feet, which are is subtended by a chord bearing north $33^{\circ}-16'-32''$ east 288.26 feet and northeasterly by a line curving to the right with a 125.07 foot radius the distance of 127.69 feet, which are is subtended by a chord bearing north $58^{\circ}-57'-53''$ east 122.22 feet to intersect the east side of an alley 13 feet wide there laid out, thence binding on said side of said alley north $4^{\circ}-59'-53''$ east 1.01 feet to intersect said south side of Woodbourne Avenue 59 feet wide, and thence binding on said south side of Wood-

bourne Avenue north $88^{\circ}-43'-04''$ east 178.87 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said strip of land as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on Twentieth (20th) day of February in the year 1930, and is now on file in the said office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said relocation of Woodbourne Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 989.

An ordinance to condemn and close Charles Street, 66 feet wide, from the south side of McComas Street to the north side of Dickman Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the nineteenth (19th) day of February, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Charles Street, with a width of 66 feet, from the south side of McComas Street to the north side of Dickman Street, the land hereby directed to be condemned for said closing being described as follows :

Beginning for the same at a point formed by the intersection of the east side of Charles Street 66 feet wide and the south side of McComas Street 66 feet wide, and running thence binding on the east side of said Charles Street southerly 706.0 feet to the north side of Dickman Street 66 feet wide, thence binding on said side of said Dickman Street westerly 66 feet to intersect the west side of said Charles Street; thence binding on the west side of said Charles Street northerly 706.0 feet to intersect the south side of said McComas Street, and thence binding on the south side of said McComas Street easterly 66 feet to the place of beginning.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on nineteenth (19th) day of February in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said highway shall be closed under the provisions of this ordinance, all subsurface structures and appurtenances now owned by the Mayor and City Council of Baltimore shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation, shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in said portion of said highway after the same shall have been closed until the subsurface structures and appurtenances shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That on and after the closing of said highway, the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall, at all times, have access to said property and to all subsurface structures and appurtenances therein, for the purposes of inspection, maintenance, repair, alteration, relocation and/or replacement of any or all of said struc-

tures and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Charles Street, and the proceedings and rights of all parties interested or affected thereby shall be regulated by, and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland, which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore, now in force and applicable thereto.*

Approved May 16, 1930.

WM. F. BROENING, *Mayor.*

No. 990.

An ordinance to condemn and close Light Street, 82.5 feet wide, from the north side of McComas Street as relocated northerly 307.75 feet, more or less, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the nineteenth (19th) day of February, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the Commis-*

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Light Street with a width of 82.5 feet from the north side of McComas Street, to a point northerly 307.75 feet, more or less, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Light Street as now laid out 82.5 feet wide and the north side of McComas Street as relocated 66 feet wide and running thence binding on said side of said Light Street northerly 301.30 feet; thence westerly crossing said Light Street 82.5 feet to a point on the west side of said Light Street distant 314.19 feet northerly from the point formed by the intersection of the northwest side of said McComas Street as relocated and the west side of said Light Street; thence binding on the west side of said Light Street southerly 314.19 feet to intersect the northwest side of said McComas Street, and thence binding on the northwest side of said McComas Street northeasterly 83.46 feet to the place of beginning.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on nineteenth (19th) day of February in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said highway shall be closed under the provisions of this ordinance, all subsurface structures and appurtenances now owned by the Mayor and City Council of Baltimore shall be and continue to be the property of the Mayor

and City Council of Baltimore, in fee simple, and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation, shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in said portion of said highway after the same shall have been closed until the subsurface structures and appurtenances shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That on and after the closing of said highway, the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall, at all times, have access to said property and to all subsurface structures and appurtenances therein, for the purposes of inspection, maintenance, repair, alteration, relocation and or replacement of any or all of said structures and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained*, That the proceedings of said Commissioners for

Opening Streets, with reference to the condemnation and closing of said Light Street and the proceedings and rights of all parties interested on affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland, which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore, now in force and applicable thereto.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 991.

An ordinance to condemn, open and grade properties in three parts, between Janney Street and Lehigh Street adjacent to Eastern Avenue Underpass, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the nineteenth (19th) day of February, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are, hereby authorized and directed to condemn, open and grade properties in three parts from the west side of Lehigh Street to the Baltimore & Ohio Railroad and from the north side of Eastern Avenue to the south side of Eastern

Avenue Underpass and from the west side of Kresson Street to the east side of Janney, the land hereby directed to be condemned for said properties in three parts being described as follows:

Beginning for the first part at a point formed by the intersection of the west side of Lehigh Street as now laid out 60 feet wide, and the north side of Eastern Avenue, as now laid out; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being east 16276.46 feet and south 3808.29 feet and running thence binding on the north side of said Eastern Avenue south $87^{\circ}-05'-30''$ west 98.08 feet to intersect the west side of a 10 ft. alley there situate; thence binding on the west side of said 10 foot alley north $03^{\circ}-00'-00''$ west 56.25 feet to intersect the division line between the properties known as No. 434 and No. 436 Lehigh Street; thence binding on said division line north $87^{\circ}-05'-30''$ east 98.08 feet to intersect the west side of said Lehigh Street; and thence binding on the west side of said Lehigh Street south $03^{\circ}-00'-00''$ east 56.25 feet to the place of beginning.

Beginning for the second part at a point formed by the intersection of the north side of Eastern Avenue as now laid out; and the division line between the Eastern Avenue Underpass as condemned and opened under Ordinance No. 667, approved March 9th, 1929, and the property known as No. 4320 Eastern Avenue, said point of beginning being at the beginning of the second line of the third part of said Eastern Avenue Underpass; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical

Survey Commission being east 15816.87 feet and south 3831.64 feet; and running thence binding on the north side of said Eastern Avenue south $87^{\circ}-05'-30''$ west 117.78 feet to intersect the westernmost outline of the property known as No. 4306 Eastern Avenue; thence binding on said outline north $03^{\circ}-00'-00''$ west 80 feet to intersect the third line of said third part of Eastern Avenue Underpass; thence reversing a part of the third line and the second line of said third part of Eastern Avenue Underpass and binding thereon the two following courses and distances, namely, north $87^{\circ}-05'-30''$ east 117.78 feet and south $03^{\circ}-00'-00''$ east 80 feet to the place of beginning.

Beginning for the third part at a point formed by the intersection of the west side of Kresson Street as now laid out 60 feet wide, and the north side of the Eastern Avenue Underpass as condemned and opened under Ordinance No. 667, approved March 9th, 1929; the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being east 15842.99 feet and south 3676.11 feet and running thence binding on the north side of said Eastern Avenue Underpass south $87^{\circ}-05'-30''$ west 204 feet to intersect the east side of Janney Street as now laid out 80 feet wide; thence binding on the east side of said Janney Street north $03^{\circ}-00'-00''$ West 151 feet to intersect the south side of Bank Street as now laid out 60 feet wide; thence binding on the south side of said Bank Street north $87^{\circ}-05'-30''$ east 28.95 feet to intersect a line drawn parallel with and distant 28.95 feet easterly measured at right angles from the second line of this description; thence reversing said line so drawn and bind-

ing thereon south $03^{\circ}-00'-00''$ east 126.32 feet; thence north $87^{\circ}-00'-40''$ east 175.05 feet to intersect the west side of said Kresson Street, and thence binding on the west side of said Kresson Street south $03^{\circ}-00'-00''$ east 24.98 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said properties as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on nineteenth (19th) day of February in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said properties in three parts, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 992.

An ordinance to condemn and close Charles Street, 66 feet wide, from the north side of McComas Street northerly 384.80 feet, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the nineteenth (19th) day of February, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Charles Street with a width of 66 feet from the north side of McComas Street to a point northerly 384.80 feet, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the west side of Charles Street 66 feet wide and the north side of McComas Street 66 feet wide, and running thence binding on the west side of Charles Street northerly 384.80 feet; thence easterly parallel with said McComas Street 66 feet to intersect the east side of said Charles Street; thence binding on the east side of said Charles Street southerly 384.80 feet to intersect the north side of said McComas Street and thence binding on the north side of said McComas Street westerly 66 feet to the place of beginning.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on nineteenth (19th) day of February in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That when said highway shall be closed under the

provisions of this ordinance, all subsurface structures and appurtenances now owned by the Mayor and City Council of Baltimore shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation, shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained,* That no structure or structures of any kind shall be constructed or erected in said portion of said highway after the same shall have been closed until the subsurface structures and appurtenances shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained,* That on and after the closing of said highway, the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall, at all times, have access to said property and to all subsurface structures and appurtenances therein, for the purposes of inspection, maintenance, repair, alteration, relocation and or replacement of any or all of said structures and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained, That* the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Charles Street, and the proceedings and rights of all parties interested or affected thereby shall be regulated by, and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland, which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore, now in force and applicable thereto.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 993.

An ordinance to condemn and close two portions of Eastern Avenue Underpass, as condemned and opened under Ordinance No. 667, approved March 9, 1929, along the north side thereof, from a point 50 ft. west of Macon Street to the east side of a 10 ft. alley west of Lehigh Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the nineteenth (19th) day of February, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and

close two portions of Eastern Avenue Underpass from the east side of Lehigh Street to the east side of a 10 ft. alley and from the west side of Lehigh Street to the east side of a 10 ft. alley, the land hereby directed to be condemned for said closing (two portions) being described as follows:

Beginning for the first part at a point formed by the intersection of the east side of Lehigh Street as now laid out 60 feet wide and the northernmost side of the Eastern Avenue Underpass as condemned and opened under Ordinance No. 667, approved March 9th, 1929, said point of beginning being at the beginning of the seventh line of the fifth part of said Eastern Avenue Underpass, the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being east 16328.39 feet and south 3652.80 feet and running thence binding on the seventh, eighth, and ninth lines of said fifth part of Eastern Avenue Underpass, the three following courses and distances namely north $87^{\circ}-05'-30''$ east 80 feet, south $03^{\circ}-00'-00''$ east 27.66 feet and south $56^{\circ}-04'-20''$ east 25.02 feet to intersect the north side of a 10 foot alley there situate, thence binding on the north side of said 10 foot alley south $87^{\circ}-05'-30''$ west 100 feet to intersect the east side of said Lehigh Street, and thence binding on the east side of said Lehigh Street north $03^{\circ}-00'-00''$ west 42.66 feet to the place of beginning.

Beginning for the second part at a point formed by the intersection of the west side of Lehigh Street as now laid out 60 feet wide and the north side of the Eastern Avenue Underpass, as condemned and opened under Ordinance No. 667, approved March 9, 1929, the co-

ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being east 16269.03 feet and south 3666.53 feet and running thence binding on the west side of said Lehigh Street south $03^{\circ}-00'-00''$ east 16.95 feet to intersect the division line between the properties known as No. 424 and No. 426 Lehigh Street, thence binding on said division line south $87^{\circ}-05'-30''$ west 88.08 feet to intersect the east side of a 10 foot alley, there situate, thence binding on the east side of said 10 foot alley north $03^{\circ}-00'-00''$ west 28 feet more or less to intersect the north side of said Eastern Avenue Underpass, and thence binding on the north side of said Eastern Avenue Underpass, easterly, by a line curving to the right with a 616 foot radius the distance of 90 feet, more or less, to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on nineteenth (19th) day of February in the year 1930, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That when said highway shall be closed under the provisions of this ordinance, all subsurface structures and appurtenances now owned by the Mayor and City Council of Baltimore shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and in the event that any person, firm or cor-

poration shall desire to remove, alter or interfere therewith, such person, firm or corporation, shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained*, That no structure or structures of any kind shall be constructed or erected in said portion of said highway after the same shall have been closed until the subsurface structures and appurtenances shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained*, That on and after the closing of said highway, the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall, at all times, have access to said property and to all subsurface structures and appurtenances therein, for the purposes of inspection, maintenance, repair, alteration, relocation and/or replacement of any or all of said structures and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said two portions of East-

ern Avenue Underpass, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 994.

An ordinance granting permission to Arthur F. Gnau to extend the kitchenette in the rear of his premises, 124 S. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Arthur F. Gnau to extend the kitchenette in the rear of his premises, 124 S. Curley Street, the said extension to be 2 ft. x 14 ft., to be of corrugated iron on frame and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this Ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 995.

An ordinance granting permission to J. A. Maygers to erect a metal garage in the rear of his premises, 711 S. Bouldin Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to J. A. Maygers to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 711 S. Bouldin Street; the said garage to be within 5 ft. of a frame kitchenette, to have no openings in sides or rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City, provided the kitchenette is fire-proofed.

SECTION 2. *And be it further ordained*, That this Ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 996.

An ordinance granting permission to Francis R. Romoser to erect an individual metal garage in the rear of his premises, 1710 Darley Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Francis R. Romoser to erect an individual metal garage 10 ft. wide and 15 ft. long in the rear of his premises, 1710 Darley Avenue; the said garage to be within 18 in. of an asbestos shingle covered frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and that the bottom of the frame overhang shall be fire-proofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 997.

An ordinance granting permission to Thos. F. Gildenfenny to erect a metal garage in the rear of his premises, 1304 Greenmount Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Thos. F. Gil-

denfenney to erect a metal garage 10 ft. wide and 15 ft. long in the rear of his premises, 1304 Greenmount Avenue; the said garage to be within 5 ft. of a brick building on the same premises, to have no openings in the sides or rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 998.

An ordinance granting permission to Wm. D. Lamdin to erect an artistic wood fence on his premises, 5202 Springlake Way, Homeland.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Wm. D. Lamdin to erect an artistic wood fence varying in height from 5 ft. to 6 ft. on his premises, 5202 Springlake Way, Homeland, the said fence to extend along the west party line from the garage entrance to the southwest corner of his premises; thence along the south party line to a point opposite the front of the house, and thence northerly to the southeast corner of the house; the said fence to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 999.

An ordinance making Barney Street, from Hanover Street to Light Street, and Heath Street, from Hanover Street to Light Street, one-way streets for vehicular traffic.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* Barney Street, from Hanover Street to Light Street, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in an easterly direction only.

SECTION 2. *And be it further ordained, That* Heath Street, from Hanover Street to Light Street, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in a westerly direction only.

SECTION 3. *And be it further ordained, That* any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars (\$10.00) for each any every offense.

SECTION 4. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 1000.

An ordinance granting permission to the St. Paul Cemetery to enclose a portion of its premises, at the southeast corner of Redwood Street and Fremont Avenue, with an artistic wood fence.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to the St. Paul Cemetery to enclose a portion of its premises, at the southeast corner of Redwood Street and Fremont Avenue, with an artistic wood fence; the said fence to be 7 ft. 10 in. high, to start on the east side of Fremont Avenue at a point 98 ft. south of Redwood Street, to extend 45 ft. east from said Fremont Avenue and thence north 98 ft. to Redwood Street, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 1001.

An ordinance granting permission to Jas. A. Faby to erect a metal garage in the rear of his premises, 25 N. Luzerne Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Jas. A. Faby to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 25 N. Luzerne

Avenue; the said garage to be within 2 ft. of a frame porch, to have no openings in sides or rear, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this Ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 1002.

An ordinance granting permission to C. C. Langhart to erect a metal garage in the rear of his premises, 1229 N. Linwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to C. C. Langhart to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 1229 N. Linwood Avenue; the said garage to be within 4 ft. of a frame kitchenette, to have no openings in sides or rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 1003.

An ordinance granting permission to C. B. Sonnenburg to erect a metal garage in the rear of his premises, 1640 N. Milton Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to C. B. Sonnenburg to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises, 1640 N. Milton Avenue; the said garage to be within 1 ft. of a fireproof storm enclosure, to have no openings in the sides or rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING *Mayor*

No. 1004.

An ordinance granting permission to Michael Hart to erect a metal garage in the rear of his premises, 1715 Darley Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Michael Hart to erect a metal garage 9 ft. wide and 14 ft. long in the rear of his premises, 1715 Darley Avenue; the said garage to be within 1½ ft. of

a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of the garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 1005.

An ordinance granting permission to J. S. Stacet to erect a metal garage in the rear of his premises, 822 N. Lakewood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to J. S. Stacet to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 822 N. Lakewood Avenue; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 1006.

An ordinance granting permission to Wm. C. Brown to erect a metal garage in the rear of his premises 517 N. Kenwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Wm. C. Brown to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 517 N. Kenwood Avenue; the said garage to be within 2 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and that the bottom of the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 1007.

An ordinance granting permission to Emma Bailone to erect a metal garage in the rear of her premises, 1735 N. Chester Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Emma Bailone to erect a metal garage 10 ft. wide and 16 ft. long in the rear of her premises, 1735 N. Chester Street; the said garage to be within 4 ft. of a fireproofed kitchenette, to have no openings in sides or rear, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 1008.

An ordinance granting permission to Bernard Epstein to erect a metal garage in the rear of his premises, 625 Cumberland Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Bernard Epstein to erect a metal garage 10 ft. wide and 15 ft. long in the rear of his premises, 625 Cumberland Street; the said garage to be within 1½

ft. of a frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there shall be no openings in the sides or rear of said garage and that the frame porch shall be fire-proofed.

SECTION 2. *And be it further ordained*, That, this ordinance shall take effect from the date of its passage.

Approved May 16, 1930.

WM. F. BROENING, *Mayor*.

No. 1009.

An ordinance to condemn and close Melvale Avenue, 40 feet wide, over the right of way of the Northern Central Railroad, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the nineteenth (19th) day of February, 1930, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Melvale Avenue with a width of 40 feet from the east side of the Northern Central Railroad right of way to the west side of the Northern Central Railroad right of way, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at the point formed by the intersection of the south side of Melvale Avenue, 40 feet wide, and the east side of the

right of way of the Northern Central Railroad, the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission being west 9169.69 feet and north 17489.94 feet and running thence binding on said side of said right of way northerly by a line curving to the right with a 1399.69 foot radius the distance of 40.0 feet, which are is subtended by a chord bearing north $1^{\circ}-26'-43''$ west 40.0 feet to intersect the north side of said Melvale Avenue, thence binding on the north side of said Melvale Avenue the two following courses and distances namely south $88^{\circ}-39'-42''$ west 63.60 feet and north $76^{\circ}-58'-40''$ west 2.48 feet to intersect the west side of said right of way, thence binding on the west side of said right of way southerly by a line curving to the left with a 1465.69 foot radius the distance of 40.62 feet which are is subtended by a chord bearing south $1^{\circ}-25'-43''$ east 40.62 feet to intersect the south side of said Melvale Avenue, and thence binding on the south side of said Melvale Avenue north $88^{\circ}-39'-42''$ east 68.71 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on nineteenth (19th) day of February in the year 1930, and is now on file in the said office.

SECTION 2. *And be it further ordained*, That when said highway shall be closed under the provisions of this ordinance, all subsurface

structures and appurtenances now owned by the Mayor and City Council of Baltimore shall be and continue to be the property of the Mayor and City Council of Baltimore, in fee simple, and in the event that any person, firm or corporation shall desire to remove, alter or interfere therewith, such person, firm or corporation, shall first obtain permission and permits therefor from the Mayor and City Council of Baltimore, and shall in the application for such permission and permits agree to pay all costs and charges of every kind and nature made necessary by such removal, alteration or interference.

SECTION 3. *And be it further ordained,* That no structure or structures of any kind shall be constructed or erected in said portion of said highway after the same shall have been closed until the subsurface structures and appurtenances shall have been removed and relaid in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City, and at the expense of the person or persons or body corporate desiring to erect such structure or structures.

SECTION 4. *And be it further ordained,* That on and after the closing of said highway, the said Mayor and City Council of Baltimore, acting through its duly authorized representatives, shall, at all times, have access to said property and to all subsurface structures and appurtenances therein, for the purposes of inspection, maintenance, repair, alteration, relocation and/or replacement of any or all of said structures and appurtenances, and this without permission from or compensation to the owner or owners of said land.

SECTION 5. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Melvale Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and, be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 17, 1930.

WM. F. BROENING, *Mayor*.

No. 1010.

An ordinance authorizing the Board of Estimates to sell in accordance with Section 13 of the City Charter, a part of the property acquired for a site for a reservoir at Reisterstown Road near Pikesville, which is hereinafter more particularly described, the said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Board of Estimates be and it is hereby authorized to sell in accordance with Section 13 of the City Charter the following described property:

Beginning for the same at a fence post, it being the end of the north 35 degrees 11 minutes west 229 feet line of the land conveyed by Laura F. Fringer, et al., to the Mayor and City Council of Baltimore, by a deed, dated August 7th, 1923, and recorded among the Land Records of Baltimore County in Liber W. P. C. No. 575, Folio 367, and running thence the following three courses: North 40 degrees 34 minutes east 80 feet and south 49 degrees 36 minutes east 78.92 feet and south 35 degrees 51 minutes west 102.53 feet to the north 35 degrees 11 minutes west 229 feet line and thence along said line north 35 degrees 11 minutes west 90.12 feet to the place of beginning, said property being no longer needed for public use.

The rights of the Mayor and City Council of Baltimore in and to all of the streets, avenues, lanes and alleys mentioned in the foregoing description are hereby especially reserved.

SECTION 2. *And be it further ordained*, That no deed or deeds shall pass in accordance with the above section unless the same shall have been approved in writing by the City Solicitor.

Approved May 21, 1930.

WM. F. BROENING, *Mayor*.

INDEX.

A

Alleys:	Page
Close—	
10-foot north of Edmondson Ave.....	146
East of Oak St.....	252
South of Twenty-first St.....	249
American Telephone and Telegraph Company—Use conduits of Chesapeake & Potomac Telephone Company.....	185
Assessments—Change method for Loch Raven Boulevard....	520

B

Baltimore and Ohio Railroad:	
Cars may stand on Penn St. between Pratt and Lemon, and Lombard St. and Cider Al.....	35
Pennington Ave. track franchise.....	303
Warner St. track.....	117
Baltimore City Code, 1927:—	
Art. 3, Sec. 4—Fees for building permits.....	419
Art. 4, Sec. 94B—Regulate parking on St. Paul St., Charles St., Maryland Ave., Oak St., 20th and 21st Sts.....	20
Art. 4, Sec. 109A—Prohibit parking on Lovegrove Al....	375
Art. 15, Sec. 5—Repeal provisions relating to Harbor An- chorage No. 1.....	5
Art. 16, Sec. 96A—Health Commissioner make rules for meat inspection	184
Art. 20, Secs. 32, 33—Determining the pounds in a ton of coal and regulating sale by bushels.....	492
Art. 20, Sec. 33A—Duplicate tickets in the delivery of coal	454
Art. 45, Secs. 107, 110, 111—Reducing the percentage of abutting feet of property whose owners required to petition for paving and determining date for assess- ment liens	23
Art. 45, Sec. 136—Removal of landmarks and survey points.	456
Baltimore St.:	
(See also Massachusetts Ave.)	
Widen.	131
Barney St.—Make one-way street.....	548
Bath St. Viaduct.....	92
(See also Orleans St. Viaduct.)	
Widen.	92

	Page
Belvedere Ave.—Close	437
Belvieu Ave.—Open	460
Bloomington Rd.—Close	128
Boarding Homes for Infants—License.....	517
Bonds:	
Tax for State.....	350
Tax for City.....	348
Boston St.—Open	464
Brehm's Lane—Open	313
Brendon Ave.—Make one-way street.....	143
Bridges:	
(See also Pennsylvania Railroad.)	
P., B. & W. R. R.....	38, 43
Regent Realty Company—Maintain over Cohen Alley....	26
Union R. R.....	72, 82
Broening Highway:	
Change name of Cornwall St. to.....	3
Open.	466
Budget for 1930.....	256
Building Code—Art. 3, Sec. 4—Fees for building permits....	419
Buildings:	
Fees for permits.....	419
Permits—	
(See also Fences; Garages; Gasoline Stations; Hos-	
pitals; Western Electric Company.)	
3204 E. Baltimore St.—A. M. Fetrow.....	238
817 S. Bouldin St.—John Sisolak.....	241
1122 Cathedral St.—Dr. W. B. D. Penniman build shed..	370
4 and 6 E. Centre St.—The Estate of Hammond J. Dugan	30
240 S. Collington Ave.—John Herda.....	496
3219 Eastern Ave.—Naddeo Brothers, erect one-story	
addition.	138
East side Eaton St., s. Eastern Ave.—Leach & Damesyn,	
make openings in walls of automobile service building	434
3900 Fait Ave.—Charles Knapp.....	495
2501 Foster Ave.—Horyan Ryboznski.....	441
803 S. Lakewood Ave.—Lester Norton.....	242
Stores, n. w. c. McMechen and Madison Sts.—Charles	
Needle.	8
2339 Madison Ave.—John Jones.....	33
Repeal Ord. 543, 1928, granting permit to Mannalea Cor.	4
1328 Mosher St.—John Morton.....	232
Faith Evan. Luth.—Erect frame building at North Ave.	
and Wolfe St.....	456

	Page
Northern Parkway, east of Clear Spring Rd.—A. D. Clemens, erect houses in groups.....	145
1803 W. Pratt St.—Louis M. Isaacs.....	35
N. w. c. St. Paul and Saratoga Sts.—St. Paul Garage Corporation.	246
Thirty-ninth and Charles Sts.—Free Masons, erect Temple.	31
Sunparlors, 1619 Wilkins Ave.—Edward Plattu.....	152

C

Cabash Ave.—Change name.....	215
Calvert Station	90, 92
Move to Bath St.....	92
Calvert St.—Widen	95
Camden St.—Open	243
Carnegie Ave.—Close	399
Carterdale Rd.—Change name of Cross Country Boulevard to	386
Caton Ave.:	
Close.	153
Widen.	131
Cedonia Ave.—Open	449
Centre St. Viaduct.....	92
Charles St.:	
Close.	529, 538
Regulate parking	20
Chesapeake and Potomac Telephone Company—Rent conduit space to American Telephone and Telegraph Company	185
Chestnut Hill Ave.—Open.....	344
Churches—North Ave. and Wolfe St., Faith Evan Luth., erect frame building	456
City Employees—Minimum pay per diem.....	312
City Property:	
Buy land bet. Lexington, Harrison and Gay Sts., for a park.....	34
Exchange with Merrick of lots on Dulaney Valley Rd..	362
Sell Dundalk Company, lot on n. e. s. Dundalk Ave., at intersection with 80 ft. right of way.....	515
Sell land in bed of Fayette St.....	201
Sell land between east side of Hilton St. and north side of Western Maryland Railroad.....	199
Sell lot on west side of Hanover St., south of Winder St.	180
Sell land on Northern Parkway.....	200
Sell lot at corner of Northern Parkway.....	435

	Page
Sell lot on south side of Ramsay St.....	191
Sell part of reservoir site on Reisterstown Rd. near Pikes- ville.	558
Clark's Lane—Close	166
Cliftmont Ave.—Open	210
Cloverhill Rd.—Make one-way street.....	297
Coal:	
Determining the pounds in a ton.....	492
Duplicate tickets on delivery.....	454
Cold Spring Lane—Open.....	430
Cook's Lane—Open	367
Cornwall St.—Change name to Broening Highway.....	3
Cross Country Boulevard—Change name to Carterdale Rd....	386
Cross St.—Close	405

D

Davis St.—Close	92
Dorchester Rd.—Open	12
Dorsey's Lane (See Caton Ave.).	
Dundalk Company—City sell lot on n. e. s. Dundalk Ave., for street.	515

E

Eastern Ave. Underpass:	
Close two portions.....	540
Condemn property between Janney and Lehigh Sts.....	534
Electrification of Railroads (See Pennsylvania Railroad.)	
Electrification of P. R. R.:	
Overhead transmission	62, 89
Underground transmission	49, 50
Date of completion.....	61
Elgin Lane:	
Close.	21
Open.	21
Ellamont St.—Open	444
Employees, City—Per diem pay.....	312
Ensor St.—Open	473
Estimates for 1930.....	256
Evergreen Ave.—Open	124
Exeter St.—City sell portion to Northern Central Railway..	416

F

Falls Rd.—Open	321
Fayette St.—Widen	521

INDEX.

565

Fences :	Page
2705 Frederick Ave.—Kiomu Laundry.....	222
N. e. c. Hillsdale Rd. and Wentworth Ave.—John H. Dockman.	229
5311 St. Albans Way, Homeland—Leslie Peard.....	32
911 St. George Rd.—R. H. Sayre.....	513
St. Paul Cemetery—Enclose premises at Redwood and Fremont Ave.	548
5202 Springlake Ave.—William D. Lamdin.....	547
506 Woodlawn Rd.—Permit Dr. L. Wardlow Miles to erect a rustic fence.....	489
First Ave. (See Boston St.).	
Forest Park Ave.—Open.....	337
Forrest St.—Open	468
Franchises.	185
(See also American Telephone & Telegraph Company; Bridges; B. & O. R. R.; P., B. & W. R. R.; Terminal Freezing and Heating Co.; University Hospital; United Railways.)	
Frankford Ave.—Open	484
Franklin St.—Close	92
Franklin St. Viaduct.....	92
Frankmere Ave.—Change name.....	255
Free Masons—Erect Temple at s. w. c. Thirty-ninth and Charles Sts.	31

G

Gaither Place—Parked space north of Police building.....	459
Garages :	
3415 Abell Ave.—George Homand, convert building into three-car garage	135
1500 N. Appleton St.—Solomon Cohen.....	148
2115-17 E. Baltimore St.—Jacobs & Klavansky.....	169
2145 W. Baltimore St.—Dr. Charles Cahn.....	387
2622 E. Baltimore St.—Bernadine Hanneman.....	231
1723 Bank St.—Joseph Giza.....	217
5711 Belair Rd.—John H. Cole.....	374
703 N. Belnord Ave.—Jos. A. Bendar.....	497
715 N. Belnord Ave.—L. Masek.....	385
711 S. Bouldin St.—J. A. Maygers.....	545
857-61 Boyd St.—Dolmat Marchuk.....	443
1115 S. Carey St.—Paul Laubert.....	448
33 N. Catherine St.—Walter R. Kratz.....	221
1201 N. Central Ave.—David O. Harris.....	383

	Page
1624-26 Chalk Alley—S. R. Shipley.....	138
1308 N. Chester St.—F. R. Pollock.....	495
1735 N. Chester St.—Emma Bailone.....	554
1654 Cliftview Ave.—W. A. Boehm.....	447
146 N. Collington Ave.—Max Jacobson.....	144
625 Cumberland St.—Bernard Epstein.....	554
30 S. Curley St.—Albert Ritterpusch.....	433
441 N. Curley St.—Jacob Krejci.....	447
511 N. Curley St.—George H. Treuleib.....	384
514 N. Curley St.—John McNicholas.....	240
943 N. Dallas St.—Jacob Price.....	7
1633 Darley Ave.—Albert G. List.....	504
1710 Darley Ave.—Francis R. Romoser.....	546
1715 Darley Ave.—Michael Hart.....	551
207-217 Davis St.....	230
613 N. Decker Ave.—John Kammerer.....	299
2916-18 Dillon St.—Ludwig Faber.....	311
426-32 S. Durham St.—C. M. & Edith Langrehr.....	29
1600 block E. Eager St.—Abraham Green.....	218
2533 Eastern Ave.—Mr. Dempster.....	149
4029 Echodale Ave.—John Brown.....	403
312 N. Ellwood Ave.—T. F. McNichols.....	503
2527 W. Fairmount Ave.—Michel E. Parker.....	223
1901 E. Lafayette St.—Elroy McNulty.....	7
2300 E. Federal St.—J. L. Stone.....	498
3710 Fourth St.—C. F. Vitz.....	499
1808 W. Franklin St.—Theresa Goodman.....	409
224 N. Fulton Ave.—John Seward.....	398
N. S. Garrett St., bet. Second and Third Sts.—George F. Anderson	248
821 N. Glover St.—Frank Mares.....	236
1304 Greenmount Ave.—Thomas F. Gildenfenney.....	546
220 Guilford Ave.—Guilford Realty Co.....	168
3601 Harford Rd.—Columbia Building Co.....	116
1217-27 High Alley—Solomon C. Katzoff.....	143
320 S. Highland Ave.—Highland Lodge No. 5, I. O. O. F... 1614 Hollins St.—Frank Schmitt.....	136 140
2636 E. Hoffman St.—William Barnes.....	515
1520 Holbrook St.—Robert A. Kinnear.....	501
2212 Jefferson St.—Jos. J. Kouba.....	245
517 N. Kenwood Ave.—William C. Brown.....	553
827 N. Kenwood Ave.—George Lemke.....	348
2307 E. Lafayette Ave.—Charles Blake.....	401
2900 W. Lafayette Ave.—Sam Serro.....	387

	Page
2400 block W. Lafayette Ave.—Wolfel, Wolkert & Mules	224
2112 Lake Ave.—Mrs. Sadie Dellevie.....	218
28 N. Lakewood Ave. H. Holtzheim.....	235
509 N. Lakewood Ave.—John F. Brack.....	458
536 N. Lakewood Ave.—Alfred Natuluccia.....	22
822 N. Lakewood Ave.—J. S. Stacet.....	552
1629 Lansing Ave.—George Hoppe.....	500
2431 W. Lanvale St.—E. W. Pickering.....	215
2501 Laurretta Ave.—Mrs. Wilbur Benson.....	9
505 N. Linwood Ave.—Louis Rieth.....	490
736 S. Linwood Ave.—Harry Gates.....	150
133 N. Linwood Ave.—Andrew DeBaufre.....	408
1229 N. Linwood Ave.—C. C. Langhart.....	550
25 N. Luzerne Ave.—James A. Faby.....	549
845 N. Luzerne Ave.—Jerry R. Cihlar.....	298
3014 McElderry St.—Mrs. Anna C. Kerber.....	297
719 McKewin Ave.—James R. Rowles.....	137
315 Marydell Ave.—Ridgely MacKenzie.....	490
2223 Maryland Ave.—M. Nelson Barnes.....	202
439 N. Milton Ave.—Catherine Ilgenfritz.....	246
1640 N. Milton Ave.—C. B. Sonnenburg.....	551
2937 E. Monument St.—Charles Angle.....	234
646 W. Mulberry St.—Lena Davidson.....	6
527 S. Newkirk St.—Uno Erkkila.....	384
1618 E. Oliver St.—Mrs. Nellie J. Gookin.....	219
1501 Park Ave.—Ridge Realty Co.....	401
Petrolia Ave., Wagner's Point—Shell Eastern Petroleum products.	494
S. s. Philadelphia Ave., bet. Ellwood Ave. and Potomac St. George Cullison	491
715 N. Port St.—Benjamin Svrjcek.....	30
304 N. Pulaski St.—Anton Van Rhyn.....	347
1900 N. Pulaski St.—Wilmer Maihl.....	223
3435 Ravenwood Ave.—S. U. Roberts.....	232
5 S. Robinson St.—A. Rozza.....	237
519 N. Robinson St.—A. Celozzi.....	149
610 N. Robinson St.—C. E. Gevus.....	234
301 S. Smallwood St.—Nonpareil Building & Loan Assn... 206 N. Streeper St.—Jos. Pensker.....	233 300
Gasoline Stations, Permits:	
1613-15 Ashland Ave.—A. A. Moreland (Ashland Garage)	237
249 Augusta Ave.—Henry J. Hahn.....	151

	Page
S. w. c. Chase and Aisquith Sts.—Shell Eastern Petroleum Products, Inc.	408
516-522 Druid Hill Ave.—Isaac Waldorf.....	499
N. e. c. Fallsway and Fayette Sts.—Rodman & Sachs.....	230
2034-40 Frederick Ave.—J. & P. Federline.....	397
1427-29 N. Maryland Ave.—Hurwitz and Hoffman.....	374
N. e. c. Oak and 22d Sts.—N. Juanita Mears Harris.....	229
105-109 Penn St.—Stanley Jokubaitis.....	239
1528 Pennsylvania Ave.—Lee Dornberg.....	437
W. s. Ponco St., s. of Eastern Ave.—Andrew Williams....	442
N. w. c. Presstman St. and Fremont Ave.—Gwynn-Den Realty Co.	139
762 W. Redwood St.—Sol. Kalus.....	444
E. s. Oak St. bet. Twentieth and Twenty-first Sts.—Firestone Tire and Rubber Co.....	221
3300-3302 Old York Rd.—Lord Baltimore Filling Stations	130
Northwest corner St. Paul and Saratoga Sts.—Stoneleigh Stores Company	197
345 E. Thirty-third St.—John R. Gardner.....	457
113 W. 22d St.—R. B. Sanner.....	189
Grace Ave. (See Ridgewood Ave.).	
Greenberry Rd.—Close	156
Greenleaf Rd.—Change name of Cabash Ave. to.....	215
Gwynns Falls Parkway—Close.....	170

H

Hamilton Ave.—Open	14
Hanover St., west side—Sell lot 134 feet south of Winder St...	180
Harbor, Anchorage No. 1—Repeal Sec. 5, Art. 15, B. C. C. 1927, relating to.....	5
Health Commissioner—Granted power to make meat inspection rules.	184
Health Department—License for boarding home.....	517
Heath St.—Make one-way street.....	548
Hoffman's Lane (See Phelps's Lane.)	
Hospitals:	
1340 S. Charles St.—Dr. H. Lee Franks.....	513
1510-14 N. Gilmor St.—Russell & Boykin.....	151
Howard St.—Open in three parts.....	393

I

Infants, Boarding Homes.....	517
------------------------------	-----

INDEX.

569

J

Page

Janney and Lehigh Sts.—Condemn property in three parts.. 534

K

Kavon Ave.—Open 203

Kenwood Ave.—Pave 134

Kitchens:

124 S. Curley St.—Arthur P. Gnau..... 544

2420 E. Hoffman St.—J. B. Boone..... 497

2906 Philadelphia Ave.—Tony Mareucci..... 300

2710 Philadelphia Ave.—Mrs. Mary A. Brooks..... 514

104 S. Potomac St.—H. Bernhardt..... 420

122 S. Robinson St.—John Shuhart..... 505

1211 Wilcox St.—James O'Neill 404

Kloman St.—Open 329

Kresson St.—Condemn property near..... 534

L

Landmarks—Penalty for removal..... 456

Lanvale St.—Make one-way street..... 302

Lawnview Ave.—Open 208

Lehigh St. and Janney St.—Condemn property in three parts 534

Lexington St.—Widen 524

Liberty St.—Open 462

Licenses—Boarding homes for infants..... 517

Light St.—Close 531

Loch Raven Boulevard—Change method of imposing abut-
ting assessment 520

Loch Raven—Sewerage disposal on property conveyed to
Merrick on Dulaney Valley Rd..... 362

Lovegrove Alley—Prohibit parking..... 375

Lucile Ave.—Change name of Frankmere Ave. to..... 255

Lyon St.—Open 425

M

Madison St. Viaduct..... 92

Mannalea Corporation—Repeal Ord. 543, 1928, permitting erec-
tion of buildings bet. Echodale and Franklin Aves.... 4

Mannasota Ave.—Open 313

Maryland Ave.—Regulate parking 20

Massachusetts Ave.:

Close, ... 357

Open, ... 360

	Page
Meat Inspection—Health Commissioner make rules for.....	184
Mechanical Electrical Service—Approve leases of conduit space	188
Melvale Ave.—Close	555
Merryman's Lane—Close	373
Midwives—License for boarding home.....	517
Mine Bank Lane (See Rose St.).	
Monument St. Viaduct.....	92
Moving Pictures -Edmondson Ave. and Edgewood St., extension of time for permit for Lyndhurst Corporation.....	410
Mura St.—Make one-way street.....	301

N

New Pittsburgh Ave. (See Dundalk Company.)	
Nicholson St.—Close	181
Northern Central Railroad (See Pennsylvania Railroad).	
Northern Central Railway—City sell portion of Exeter St.....	416

O

Oak St.—Regulate parking.....	20
Old York Rd.—Make two-way street.....	190
Orleans St. Viaduct—Open in two parts.....	388
Otis Ave.—Open	162

P

Parks:	
Gaither Place, north of Police building.....	459
Buy land bet. Lexington, Harrison and Gay Sts.....	34
Patapsco Ave.—Open	421
Paving:	
(See Pennsylvania Railroad.)	
Abutting owners petition and date of assessment liens...	23
Pay for diem city employees.....	312
Penn St.—B. & O. R. R. cars stand on tracks.....	35
Pennington Ave.:	
B. & O. R. R. grade elevation.....	303
Close.	430
Open in three parts.....	225
Pennsylvania Railroad:	
Electrification.	37
Loney's Lane to Wilkins Ave. improvements.....	65, 73
Northern Central Railroad; provide for two tracks arch under Preston St.....	92
P., B. & W. electrification and tunnel between Appleton St. to Jones Falls at or near North Ave.....	37

INDEX.

571

Page

Streets, Closed	47, 69, 71
Union Railroad Company, tracks and tunnels, Guilford Ave. to Collington Ave.....	65
Phelps Lane—Close	176
P., B. & W. R. R.:	
(See also Pennsylvania Railroad.)	
Montford Ave. track franchise.....	376
Plaintfield Ave.—Open	206
Porch—2902 E. Pratt St.—William Horst.....	501
Pratt St., W.—Parking prohibited.....	189

R

Rayner Ave.—Open	159
Regent Realty Company—Maintain bridge over Cohen Alley..	26
Ridgewood Ave.—Close	10
Robb St.—Change name of Van Buren St. to.....	4
Rose St.—Close	341
Russell St.:	
Close.	308
Open.	335

S

St. Paul Cemetery Company—Fence premises at Redwood St. and Fremont Ave.....	548
St. Paul St.—Regulate parking.....	20
Sewerage disposal on property on Dulaney Valley Rd.....	362
Sinclair Lane—Open	449
Springlake Way—Open	371
Stafford St.—Open	327
Streeper St.—Prohibit parking between Elliott and Boston Sts.	188
Streets:	

(See also Pennsylvania Railroad.)

Close—

A 10-foot alley 217.85 feet north of Bath St.....	476
Belvedere Ave.	437
Bloomington Rd.	128
Carnegie Ave.	399
Caton Ave.	153
Charles St.	528, 538
Clark's Lane	166
Cross St.	405
Davis St.	92
Eastern Ave. Underpass—Close two portions.....	540

	Page
Elgin Lane	21
Franklin St.	92
Greenberry Rd.	156
Gwynn's Falls Parkway.....	170
Light St.	531
Massachusetts Ave.	357
Melvale Ave.	555
Merryman's Lane	373
10-foot alley from Montebello Ave.....	402
Nicholson St.	181
Pennington Ave.	430
Phelps Lane	176
Ridgewood Ave.	10
Rose St.	341
Russell St.	308
Names—Change name of—	
Cabash Ave.	215
Cornwall St.	3
Cross Country Boulevard.....	386
Frankmere Ave.	255
Van Buren St.....	4
Open—	
Alley from east side of Barre St.....	213
10-foot alley 217.85 feet north of Bath St.....	470
Belvieu Ave.	460
Boston St.	464
Brehm's Lane	313
Broening Highway	466
Camden St.	243
Cedonia Ave.	449
Chestnut Hill Ave.....	344
Cliftmount Ave.	210
Cold Spring Lane.....	430
Cooke Lane	367
Dorchester Rd.	12
Elgin Lane	21
Ellamont St.	444
Ensor St.	473
Evergreen Ave.	124
Falls Rd.	321
Forrest St.	468
Forest Park Ave.....	337
Frankford Ave.	484

	Page
Hamilton Ave.	14
Howard St., in three parts.....	393
Between Janney and Lehigh Sts.....	534
Kayon Ave.	203
Kloman St.	329
Lawnview Ave.	208
Lyon St.	425
✓ Mannasota Ave.	313
Massachusetts Ave.	360
Otis Ave.	162
Patapsco Ave.	421
Pennington Ave.	225
Plainfield	206
Rayner Ave.	159
Russell St.	335
✓ Sinclair Lane	449
Springlake Way	371
Stafford St.	327
Thirty-seventh St.	319
✓ Waterview Ave.	329
White Ave.	317
Winston Ave.	164
Woodbourne Ave.	526
Woodstock Ave.	126, 427
Pave—Kenwood Ave.	134
Widen—	
Baltimore St.	131
Bath St.	92
Caton Ave.	131
Calvert St.	95
Fayette St.	521
Lexington St.	524
Liberty St.	462
Survey Points—Penalty for removal.....	456

T

Tax Rate:

Annex of 1918.....	353
For the City.....	351
For the State.....	354
On bonds for the City.....	348
On bonds for the State.....	350
On rural property.....	352

	Page
On stock of banks, trust and mortgage companies.....	355
On stock of insurance and guaranty companies.....	355
On suburban property.....	353
Taxes—Discounts for prompt payment.....	356
Terminal Freezing and Heating Co.—Amend franchise.....	140
Thirty-seventh St.—Open	319
Tunnels:	
(See Pennsylvania Railroad.)	
Lombard and Greene Sts.....	134
Twentieth St.—Regulate parking.....	20
Twenty-first St.—Regulate parking.....	20

U

Union Railroad (See Pennsylvania Railroad).

United Railways:

Agreement for relocation of tracks on Gwynn Oak Ave...	506
Franchise for curve track at Maryland Ave. and 25th St.	479
Franchise for Sharp, West, Leadenhall and Ostend Sts. track.	411
York Rd. track franchises.....	192
University Hospital—Connect with Dental Clinic building...	134

V

Van Buren St.—Change name of, to Robb St.....	4
---	---

Vehicles:

 Traffic—

Make Barney and Heath Sts. one-way streets.....	548
Make Brendon Ave. one-way street.....	143
Make Cloverhill Rd. one-way street.....	297
Make Lanvale St. one-way street.....	302
Make Mura St. one-way street.....	301
Make Old York Road a two-way street.....	190

 Parking—

Prohibit on Lovegrove Alley.....	375
Prohibit on south side of west Pratt St.....	189
Regulate on St. Paul, Charles St., Maryland Ave., Oak, 20th and 21st Sts.....	20
Prohibit on Streeper St.....	188
Prohibit on Woodbrook Ave.....	216

Vetoos.	239
-----------------	-----

W

Page

Water Department—City sell part of reservoir site on Reisters-	
town Rd. near Pikesville.....	558
Waterview Ave.—Open	329
Wenburn St. (See Russell St.)	335
Western Electric Company—Construct group of buildings at	
Point Breeze	510
White Ave.—Open	317
Winston Ave.—Open	164
Woodbourne Ave.—Condemn land for relocation.....	526
Woodbrook Ave.—Prohibit parking of vehicles.....	216
Woodstock Ave.—Open	126, 427

Y

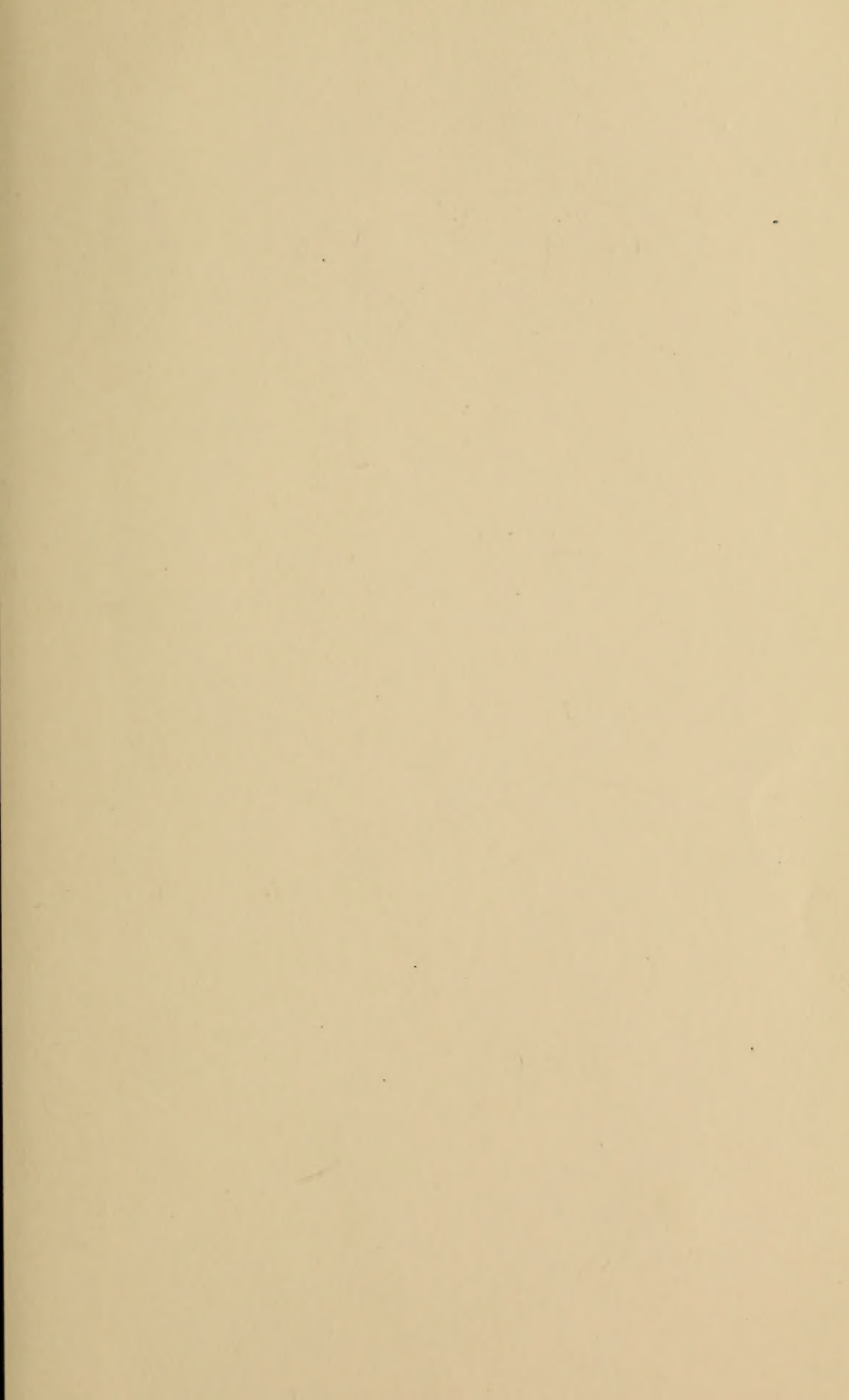
York Rd.—United Railways franchise for tracks.....	192
--	-----

Z

Zoning :

Change area of property of district on south side of	
Frederick Ave. and Chapel Gate Lane.....	502
Repeal Ord. 543, 1928, granting permit to Mannalea Cor.	4
Permit A. D. Clemens to erect houses in groups on	
Northern Parkway east of Clear Spring Rd.....	145
Change classification of land on west of Old Trappe Rd...	147

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